

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

**This meeting
may be filmed.***



please ask for Maria Brooks
direct line 0300 300 5783
date 12 December 2017

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time
Wednesday, 20 December 2017 at 10.00 a.m.

Venue at
Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Executive Member for Community Services:

Cllr I Dalgarno

[Named Substitutes:

Cllr J Nigel Young]

All other Members of the Council - on request

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

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AGENDA

1. Members' Interests

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2.	Stuart Street, Dunstable - Revision to Extents of Residents' Permit Parking Scheme.	* 5 - 16
	To seek approval for a revision to the extents of the residents' permit parking scheme recently introduced for Stuart Street, Dunstable.	
3.	Norton Road, Stotfold - Petition for safety measures.	* 17 - 24
	To note the receipt of the petition and to discuss a way forward.	
4.	Grovebury Road, Leighton Buzzard - Proposal to Introduce a 30mph Speed Limit.	* 25 - 30
	To note that the advertised scheme attracted no significant objections and to now proceed with implementation via a section 278 agreement.	
5.	A6 Bedford Road, Claphill - Petition requesting an extension of the existing 40mph speed limit.	* 31 - 34
	To note the results of actions taking following the receipt of the petition submitted to Central Bedfordshire Council concerning the speed limit on the A6 Bedford Road Claphill.	
6.	Miletree Crescent Dunstable - Consider objections to proposed traffic calming features.	* 35 - 50
	To seek the approval for the implementation of traffic calming features in Miletree Crescent, Dunstable.	

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Meeting: **Traffic Management Meeting**

Date: **20 December 2017**

Subject: **Stuart Street, Dunstable – Revision to extents of Residents' Permit Parking Scheme**

Report of: **Paul Mason, Assistant Director Highways**

Summary: This report seeks the approval of the Executive Member for Community Services for a revision to the extents of the residents' permit parking scheme recently introduced for Stuart Street, Dunstable

RECOMMENDATION(S):-

- 1. That the occupiers of 37 Clifton Road are granted a permit to park one of their vehicles in Stuart Street, Dunstable.**
 - 2. That a review is undertaken to establish the extent of changes required to bring the Residents' Parking Scheme in Stuart Street into compliance with CBCs policy on Residents' Parking Zones, set out in the authority's Car Parking Strategy.**
-

Contact Officer: Steve Lakin
Steve.lakin@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Dunstable Central

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal seeks to improve traffic management and road safety and the amenity in the Stuart Street area of Dunstable.

Financial:

The works are being funded by the Local Transport Plan as part of the Integrated Programme of works

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: Nil	Budget: LTP Integrated Programme
Expected delivery: January 2018	

Background and Information

1. When drawing up the proposal for the Residents' Parking Zone (RPZ) for Stuart Street, officers overlooked number 37 Clifton Road, whose vehicular access is off Stuart Street.
2. The council subsequently received a request from the residents of number 37 Clifton Road to revise the extent of the Stuart Street Residents' Parking Scheme to include their property. As the residents gain access to their property from Stuart Street, officers considered this to be a reasonable request and recommended that the scheme extents be revised. This request was granted at the 31st October Traffic Management Meeting, along with an identical request for a change to the extents of the West Parade RPZ. A copy of the resident's request email is included at Appendix A.
3. Following the meeting, the decision to revise the extents of the Stuart Street scheme was called in by Councillor Warren, the local ward member. This call-in was on the grounds that Stuart Street was already overcrowded with not enough parking for residents. A copy of the call-in documentation is included at Appendix B.
4. The call-in was considered by members of the Community Services Overview and Scrutiny Committee at their meeting of 23 November 2017. The members of the committee recommended that the decision be referred back to the Traffic Management Meeting and that any parking permits issued to number 37 Clifton Road, Dunstable to park in Stuart Street Dunstable be withdrawn.

Members were of the view that permits should only be allocated to residents living on Stuart Street, not extended to those living elsewhere. Further, that if permit schemes are applied on an area wide basis, not just individual streets in isolation, similar problems could be avoided in future. In addition, that it could be considered reasonable to offer a permit for a resident whose property abuts the street in question, which is the case in this instance. A copy of the meeting minute is provided at Appendix C.

Further representations

5. A number of representations were received in the run up to both the Traffic Management and Overview and Scrutiny Committee Meetings. These expressed concern that the spare capacity created in Stuart Street consequent on the permit scheme's introduction would be eroded by the inclusion of number 37 Clifton Road. A copy of these representations is provided at Appendix D.

Response

6. Officers remain of the view that the original decision to grant a permit to the residents of 37 Clifton Road was reasonable given this property has a vehicular access directly onto Stuart Street.
7. Officers note that Stuart Street enjoys significant free parking capacity, particularly during the daytime. This has contributed to a number of complaints from residents of nearby streets, including Clifton Road, where parking pressures have increased significantly.
8. The comments of the Overview and Scrutiny Committee regarding the benefits of introducing permit schemes on an area-wide, rather than street-specific basis are accepted as this arrangement will achieve a more efficient use of the public highway. CBC's policy on Residents' Parking Zones requires a robust business case to be drawn up before a new scheme is brought forward. In this respect, officers are concerned that this was not demonstrated in the case of the Stuart Street RPZ.
9. For the above reasons, officers propose to revisit the justification for the Stuart Street permit scheme during 2018 with a view to introducing changes to bring the scheme into line with the authority's policy.
10. Officers are also concerned that there is a lack of understanding regarding permit eligibility, as defined by the authority's Resident's Permit Parking Policy. Unless specified as part of the order-making process:
 - There is no limit on the number of permits specified households can apply for.
 - Households with off-street parking can apply for permits, without limit.
 - Visitor permit entitlements may be varied based on household occupancy for example or set at a maximum amount per year.

Appendices:

- A: Clifton Road Resident request
- B: Call-in correspondence
- C: Overview and Scrutiny minute
- D: Stuart Street residents' representations

Appendix A – Clifton Road Resident's request

From:
Sent: 19 July 2017 17:26
To: Paul Salmon
Subject: Parking permit Stuart street

Hi Paul

Thanks for the chat earlier.

I live at 37 Clifton Road Dunstable on the corner of Stuart street. I have a garage in the garden with a gate onto Stuart street itself. I would like to get a permit for Stuart street to allow me and my partner to park on the street if and when we need to access the back of our house.

We have two cars
xxx which is registered to me. xxx
xx which is registered to my partner. xxx

As I said earlier we use this gateway daily and not being able to park on Stuart Street would make life extremely hard for us with the family and dogs.

As well making Stuart street permits only we have had double yellow lines installed which has made parking even more of a premium in Clifton road and often I am unable to park in the area at all. I would appreciate it if you could pass this request onto the stakeholder and look forward to a prompt reply.

Thank you in advance

xx

Appendix B – Call-in correspondence

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



TO EACH MEMBER OF THE SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE

10 November 2017

Dear Councillor

SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE - Thursday 23 November 2017

Further to the Agenda and papers for the above meeting, previously circulated, please find attached the following additional report(s) which the Chairman has agreed to take as an urgent item of business:-

7. Call-In

To consider a recent Traffic Management Committee decision referred to this Committee for review in accordance with Part 4D of the Constitution.

Should you have any queries regarding the above please contact the Overview and Scrutiny Team on Tel: 0300 300 4193

Yours sincerely

Rebecca Preen
Scrutiny Policy Adviser
email: rebecca.preen@centralbedfordshire.gov.uk



Request For a Call-In

Your Details

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Your Details

In accordance with the provisions contained in the Procedure Rules of the council's constitution, I/We wish to "call in" the following decision of the Executive or individual Portfolio Holder or key decision of an Officer:

Please note that in order to validate this request you will need to come in to the council offices.

Name	Nigel Warren
E-mail address	nigel.warren@centralbedfordshire.gov.uk
Telephone	
Address	41 Lowry Drive Houghton Regis Bedfordshire
Postcode	LU5 5SJ

Request Details

Request Details

When was the decision taken?	31/10/2017
Agenda item number	9
Title of the agenda item / report	Revision yo Extents of Residents' Permit Parking Scheme
Has the item already been considered by Overview and Scrutiny	No
What is the reason for the call-in?	Not sure about O&S. Stuart Street is already overcrowded, not enough parking for the residents. Object to grant of permits to a resident of Clifton Road just because their vehicular access is on Stuart St.
What is the alternative course of action or recommendations proposed?	Restrict Stuart Street permits only to those who live in Stuart St, unless no off-street parking available.
Date of request	07/11/2017

Supporting Individuals

In order to register a request for the decision to be called in please complete the following.

In order to register a request for the decision to be called in please detail the following.

individual Member where a decision has particular significance for their Ward

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Supporting Individuals

Name	Ward	E-mail address	Signature
Nigel Warrem	Northfields	nigel.warren@centralbedfordshire.gov.uk	

Appendix C – Customer Services Overview and Scrutiny minute re call-in

SCOSC/17/47 Call-In

The Committee were advised that a Call-In had been received in accordance with Part 4D of the Constitution to consider a recent decision made at the Traffic Management Committee.

The Ward Member for Dunstable Northfields presented the Call-In and outlined concerns regarding a parking permit for a non-resident of Stuart Street, Dunstable. Members were informed that resident parking had been made more challenging in the area as a result of increased numbers of residents from nearby streets parking on Stuart Street. Members were also informed that residents in the adjoining Clifton Road had previously rejected a parking permit scheme for their road. The Ward Member requested that the alternative recommendation previously submitted to the Committee be amended to remove the wording ‘unless no off street parking was available’. He also stated until the planned review of the whole area was undertaken in 2018 it was felt that no exceptions should be made to the permit scheme.

Members were advised by officers and the Executive Member for Community Services that the scheme in that particular area of Dunstable had been in place for approximately 6 months and it was in accordance with policy agreed by Council in 2012.

In light of the details presented by the Ward Member the Committee discussed the following in summary: -

- Concerns that a property located on Clifton Road, with off-road parking for up to 4 vehicles had been granted a permit for Stuart Street, Members felt permits should only be allocated to residents living on Stuart Street, not extended to those living elsewhere.
- That if permit schemes were applied on an area wide basis, not just individual streets in isolation, similar problems would be avoided in the future.
- That it could be considered reasonable to offer a permit for a resident whose property abuts the street in question, which was the case in this instance.

RECOMMENDED that the decision be referred back to the Traffic Management Committee and that any parking permits issued for 37 Clifton Road, Dunstable to park on Stuart Street, Dunstable be withdrawn.

Five Members supported the recommendation, two were against and the Chairman abstained from the vote.

REGARDING 37 CLIFTON ROAD, DUNSTABLE, BEING INCLUDED IN THE PERMIT SCHEME FOR STUART STREET DUNSTABLE

37 CLIFTON ROAD HAS ACCESS TO THEIR 2 CAR GARAGE AND 2 CAR DRIVEWAY FROM STUART ST

THEY ALREADY HAVE OFF ROAD PARKING ON THEIR PROPERTY FOR 4 CARS

THEY ALSO HAVE SPACE ON CLIFTON ROAD TO PARK SEVERAL CARS

RESIDENTS IN STUART STREET DO NOT HAVE THIS LUXURY

37 CLIFTON ROAD CURRENTLY HAVE MORE SPACES TO PARK THAN ANY STUART STREET RESIDENT

THEY DO NOT ALSO NEED PERMIT PARKING IN STUART STREET CLIFTON ROAD WERE GIVEN THE OPPORTUNITY TO HAVE THEIR OWN PERMIT SCHEME, BUT DID NOT WANT IT, AND 37 CLIFTON ROAD DID NOT WANT TO BE PART OF A PERMIT SCHEME, BUT WANT PERMITS IN STUART ST!

STUART STREET HAS 21 HOUSES AND 2 FLATS WHICH ARE EACH ENTITLED TO BUY UP TO 3 PERMITS MAKING A TOTAL OF 69 PERMITS FOR STUART STREET RESIDENTS.

AT PRESENT WE ALSO HAVE AN EXTRA 10 CARS FROM UNION STREET, WHICH WERE ONLY SUPPOSED TO BE TEMPORARY, WHILST A TRAFFIC CONSULTATION FOR UNION STREET WAS CARRIED OUT, THIS HAS NEVER BEEN DONE.

THE DECISION TO ALLOW THE 10 CARS FROM UNION STREET TO PARK, WAS MADE AT THE PREVIOUS MEETING ON 3RD MAY 2017 BY TRAFFIC MANAGEMENT COMMITTEE, WHICH WAS PETITIONED AGAINST, BUT TRAFFIC MANAGEMENT COMMITTEE DECIDED AGAINST STUART STREET RESIDENTS ON THIS.

THIS STREET DOES NOT HAVE THE CAPACITY FOR 79 CARS IF EVERY RESIDENT WERE TO HAVE THEIR MAXIMUM ALLOWANCE, WE SIMPLY DO NOT HAVE SPACE FOR ANYMORE NON-RESIDENTS.

WE HOPE THE COMMITTEE CAN SEE THE DIFFULCUTIES FACED BY STUART STREET RESIDENTS WITH AN EXTRA 10 CARS FROM UNION STREET AND DOES NOT ALLOW ANY MORE NON-RESIDENTS TO AQUIRE PERMITS FOR OUR STREET, THIS WITHOUT DOUBT WOULD CAUSE FURTHER PARKING ISSUES.

EVEN IF THE 10 CARS FROM UNION STREET ARE GIVEN PARKING ELSEWHERE, STUART STREET STILL WILL NOT BE ABLE TO ACCOMMODATE ANY EXTRA CARS FROM NON RESIDENTS, ONCE

THE 4 PROPERTIES CURRENTLY EMPTY IN STUART STREET ARE OCCUPIED

STUART STREET RESIDENT PARKING WAS TO ENABLE RESIDENTS WITH LITTLE OR NO OFF-STREET PARKING TO BE ABLE TO PARK IN THEIR OWN STREET.

WE HOPE THE COMMITTEE SEE THAT BY ADDING ANY MORE NON-RESIDENTS, IT IS GOING TO TAKE SPACES FROM RESIDENTS, WHO SIMPLY WILL NOT BE ABLE TO PARK.

xx STUART ST, DUNSTABLE.

Hi Paul

I'm told by x that a resident for 37 Clifton Road wants a permit for Stuart street? Although I not completely unhappy with this as his garden/drive is on Stuart street he does have off road parking for 4 cars and I know that xxx isn't allowed any parking permits and she lives on the street but has parking for 3. You STILL have the 10 extra cars from union again I stress if all 19 actual residents had 3 car per house that would make 57 cars plus 10 from union and now a possible 1?2?3? from Clifton it won't work as there is barely enough for 30 cars maximum. This is madness really should only be Stuart St only and no others. My daughter will be 17 end of the year so we will be getting a second vehicle this could mean potentially she may not be able to park if more and more people are allowed. Think hard and sensibly about this as you could be opening up a whole new can of worms. Union st need relocating and no more in Stuart St.

Regards
xx no.

Also still no markings bollards as requested a thousand times before at the Clifton/Stuart St junction although the marking team were out the other day and done nothing

Cheers

From:
Sent: 17 November 2017 22:03
To: Steve Lakin
Cc: Cllr Nigel Warren; Cllr Nigel Young
Subject: H bars

Further to our previous conversation.when you visited about H bars
Well we have had no problems whatsoever.until the stupid traffic management committee made the desicion to let 37 Clifton road park in Stuart st.
The first night they park.they take 4 spaces with 2 vehicles which has been done intentionally.as we knew they would
4 residents have now not been able to park in Stuart st.and one of the clifton road vehicles is parked leaving half a space in front.so needless to say I am unable to get my car off my drive.as someone has now parked blocking my car in as they are halfway over my drive.
Please can you arrange my H bars free of charge as residents were promised if they required them.

We are back where we started now in this road.thanks to the ridiculous decisions made by traffic management. without any thought given to residents.who this scheme was put in place to help to park

We now have an extra 13 non resident cars in this road and as you have been here and seen the size of the road.I am sure you would agree.this road can not cope with this amount of extra cars.without seriously affecting residents

It is unfair and unjust and residents are deeply unhappy

This situation must be rectified by highways as a matter of urgency.

please can you arrange our H bars.and also can you assist in rectifying this.so residents are able to park.

This is a ridiculous state of affairs and something must be done by Highways ASAP.

Regards

From:

Sent: 06 December 2017 10:21

To: Steve Lakin;; Rebecca Preen2; Marcel Coiffait; Paul Mason; Paul Salmon; Cllr Nigel Warren;

Subject: Call In Stuart Street

Good Morning,

I understand that you last week you were asked by Rebecca Preen to urgently contact us, regarding 37 Clifton Road, seemingly having been given an exemption to park in Stuart St. As you are aware, a Call-In was done, by Cllr Nigel Warren within the 5 day deadline, so therefore the decision by the Traffic Management committee should not of come into effect. 37 Clifton Road have now been parking in Stuart Street in excess of 1 month now, and we understand from the Enforcement Officers they have been instructed not to issue tickets to these vehicles.

We have also had feedback, that the Residents of 37 Clifton Road, have told neighbours that they have not purchased permits, but have been given an exemption by Highways.

Obviously as there was a call -In, they should not of been given authorisation to park, until this matter was sorted.

This has caused an immense amount of hostility in the street, causing some altercations (thankfully I was not involved!), and this is causing a great deal of animosity towards Highways, as it appears it is Highways that have told them it is OK for them to park!. Especially as this has now resulted in Residents being unable to park due to the 2 spaces this property is taking, when their own driveway is sitting empty and there are spaces in Clifton Road outside their house completely empty. We do have photographic evidence of this, if you wish me to forward it to you.

And believe me they are parking as awkwardly as they possibly can, taking 1.5 spaces per vehicle at least, to ensure Residents can not get in.

And we have also noticed that their visitors are also parking in Stuart Street as well. Beyond Belief!!!!

I understand that you spoke with Cllr Warren after the Scrutiny Committee meeting and when he asked you about 37 Clifton already parking in Stuart Street, you responded, saying it was a Clerk error.

We have contacted xxx as you suggested to Cllr Warren and she knows nothing about this, and referred us back to you at Highways.

When a Resident applies for a Permit or changes vehicle they are given a maximum of 7 to 14 days to produce their documentation, or FPNs are issued. So it hardly seems fair that a NON-RESIDENT , is given an exemption for a month so far, and I presume this has been authorised by Highways to be extended to the next Traffic Management meeting on 20th December,

therefore giving 37 Clifton Road,, nearly 2 months of free parking, when Residents are having to pay.

And regardless of whether they are parking Free or not, they should not be parking, when there was a call -In.

Residents are also extremely concerned, Re, your Remarks that the Stuart Street residents parking, has exsaserbated parking problems in the area. Again we have a great deal of photographic evidence showing our road is full with Resident vehicles, when everyone is home, and there are numerous spaces in Clifton Road.

We are aware of a Clifton Road Resident who comes and takes photos of any empty spaces in Stuart Street, but believe me, he is very selective when he comes, and of what he takes photos of.

Stuart Street does not have an endless supply of Parking spaces, and the Non Resident cars that Highways keep allowing to park in Stuart Street , causing Residents to be unable to park, is grossly unfair.

What is even more frustrating is that Highways do not either seem to listen to Residents of Stuart Street, constantly ignore emails, and we feel do everything to appease Non Residents, giving no consideration to the Residents of Stuart Street and cause unnessacary problems and animosity .

This Scheme would work very well, if only Highways did not keep adding Non Residents. Surely Commonsense must prevail. You yourself have seen Stuart Street and know space is at a premium and surely do the basic maths to see how many vehicles we can accommodate, and you must know that we can not accommodate cars from other roads.

We simply do not understand the logic of Highways and I repeat myself, but you are seemingly wanting to appease Non Residents, with no regard for Stuart Street whatsoever.

Please can you get back to us and let us know when the Clerk Error that you spoke to Cllr Warren will been rectified, or when it will be rectified, as 37 Clifton Road should not be parking in Stuart Street .

This does need to be dealt with as a matter of urgency please.

Could you also please ensure that you speak with whoever authorised this, as I'm sure you are aware of the Call -In procedure, and know that this should not of been authroised.

Regards

xxx

Meeting: Traffic Management Meeting

Date: 20 December 2017

Subject: Norton Road, Stotfold – Petition for safety measures

Report of: Paul Mason, Assistant Director Highways

Summary: To note the receipt of a petition submitted to Central Bedfordshire Council and discuss a way forward.

Recommendation: That the lead petitioner be informed of the outcome of the meeting.

Contact Officer: Steve Lakin, Principal Highways Officer
steve.lakin@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Stotfold

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Matters raised in the petition correlate with objectives B, C, E, F and I in Central Bedfordshire's Local Transport Plan.

Financial:

Any recommended works would be funded from the Local Transport Plan budget for 2018/19, subject to scheme prioritisation and Executive approval.

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.

Background and Information

1. A petition has been received, signed by 26 people, raising concerns as to the volume, speed, type and noise of traffic, both day and night on Norton Road (outside numbers 72-159).
2. The lead petitioner requests a range of measure be introduced to address the above concerns, specifically:
 - (i) Introduction of a Traffic Regulation Order restricting use of this section of Norton Road by vehicles above 7.5T, with the exception of access.
 - (ii) An extension of the 30mph speed limit to include the section of Norton Road north of the existing 'gates' indicating the Stotfold town boundary along with improvements to raise the conspicuity of the associated signage.
 - (iii) Deployment of a speed camera to support the enforcement the 30 mph speed limit.
 - (iv) Installation of a speed-activated LED sign that indicates compliance or otherwise of the 30mph speed restriction.
 - (v) Provision of a zebra crossing to assist pedestrians when crossing Norton Road
 - (vi) Provision of bus stops in Norton Road.

Officer comments

3. As Norton Road links the A507 at Stotfold and the Norton area of Letchworth it would be expected to carry a reasonable volume of traffic, particularly at peak times.
4. The section of road within Central Bedfordshire can be characterised as a wide single carriageway. Many of the properties are set back from the edge of the carriageway.
5. The footway on the western side of the carriageway forms part of Sustrans National Cycle Network Route 12 as has the designation of unsegregated shared use for pedestrian and cyclists. The route crosses Norton Road via an uncontrolled point outside no 92. The conspicuity of the crossing is assisted by advanced warning signage, bollards and a coloured anti-skid surface treatment, now heavily worn. Sight lines at the crossing point are good for pedestrians, cyclists and motorists.

6. The most recent collection of speed data is September 2015. A total of 57,171 vehicle movements (both direction) across the counter were recorded over a 7-day period. Of these, 32% of vehicles exceeded the Police ACPO enforceable limit of 35mph and above.
7. Central Bedfordshire Council is aware that traffic using this road is likely to have increased as a result of the significant housing growth south of Stotfold. Whilst Stotfold itself has benefited from a range of improvement measures funded from monies secured from developers, no significant measures have been introduced on this side of the A507.
8. Over the period 2012 – 2017 there were three reported injury collisions over the entire length of Norton Road to the Hertfordshire boundary. Two of these collisions occurred in 2013 and resulted in serious injuries. The third collision occurred in 2015 and resulted in a slight injury. None of the collisions related to pedestrians or cyclists.
9. In response to the specific measures being requested, officers' views are as follows: -
 - (i) A review of HGV restrictions on Norton Road would require a survey of HGV movements and consultation with Hertfordshire County Council. However, it appears that restrictions already exist to prevent vehicles over 5T from using Norton Road to enter Letchworth and Baldock. Therefore advance signage of these restrictions at the junction of Norton Road and the A507 would be appropriate and should address this area of concern.
 - (ii) Whilst the signage accords with legislation requirements, consideration could be given to reviewing whether additional signage or marking would be reasonable, subject to compliance with the legal requirements set out in the 2016 Traffic Signs Regulations and General Directions.

Extending the existing 30 mph speed limit would require separate statutory consultation on a new traffic regulation order. Any such change would need to be assessed against the Department for Transport Circular 01/2013 'Setting Local Speed Limits'. This guidance stresses that any change to a speed limit should be evidence-led and self-explaining, seeking to reinforce people's assessment of what is a safe speed to travel. Further, that limits should encourage self-compliance and be seen by drivers as the maximum rather than a target speed. The local context of the road is therefore important in this respect, including for example road width and geometry, number and nature of frontages, provision of street lighting, kerbs and footways, level of pedestrian footfall etc.

- (iii) Central Bedfordshire Council does not have any funding currently to install new speed/safety cameras. Speed enforcement is a legal matter and the responsibility of the Police.

- (iv) Central Bedfordshire Council is currently reviewing all of the Vehicle Activated Signs (VAS) currently deployed on its road network. A decision will be taken to upgrade, remove or relocate each sign depending upon their effectiveness. The associated works will be programmed over a four-year period and funded from monies allocated within the Local Transport Plan. This section of Norton Road can be included in the review process, albeit as a new site, it will be in competition with other similar requests.
- (v) As there are zero recorded collisions involving an injury to a cyclists or pedestrian on this section of Norton Road then it is unlikely that an investment in a controlled crossing would be justifiable. Such assessments are conducted by an experienced traffic engineer with reference to the Department for Transport's Guidance Note 1-95 'The Assessment of Pedestrian Crossings'.
- (vi) The request for bus stops has been relayed to our public transport team for their consideration.

Appendices:

Appendix A – Petition

Appendix B – Lead petitioners' letter

Appendix C – Location plan

Appendix A

To the Monitoring Officer, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire.

PETITION

On behalf of the residents of numbers 72 to 159 Norton Road Stotfold SG5 4PG, lead petitioner Mrs.Daphne Willmott.

SUBJECT

A. The unacceptable volume, speed, type and noise of traffic passing through this area both day and night.

We ask that the Council consider the following measures at the next available Traffic Management Committee:-

1. Weight limit on vehicles except for access.
 2. Clear signage indicating the 30mph speed limit from both directions on the stretch of road plus it would make sense for the limit when approaching Stotfold from Norton to commence at the "gates" which indicate one is entering Stotfold.
 3. Enforcement of the speed limit by speed cameras with fines exacted from offenders.
 4. Speed awareness by means of L.E.D. signs showing compliance or otherwise of speed restrictions B. Pedestrian safety and access to public transport.
- B. Pedestrian safety and mobility.
1. A zebra crossing in the interests of resident safety when traversing this hazardous road.
 2. Provision of bus stops in Norton Road.

We the undersigned request these issues be investigated and acted upon accordingly.

Appendix B

November 29th 2017

Dear Maria

Please find enclosed petition, with 26 signatures, outlining the concerns of the residents of Norton Road Stotfold relating to traffic and transport within the section of this Road from the roundabout heading towards Letchworth in their residential area.

If you could manage to get it included in the Traffic Management committee meeting on December 20th 2017 it would be fantastic.

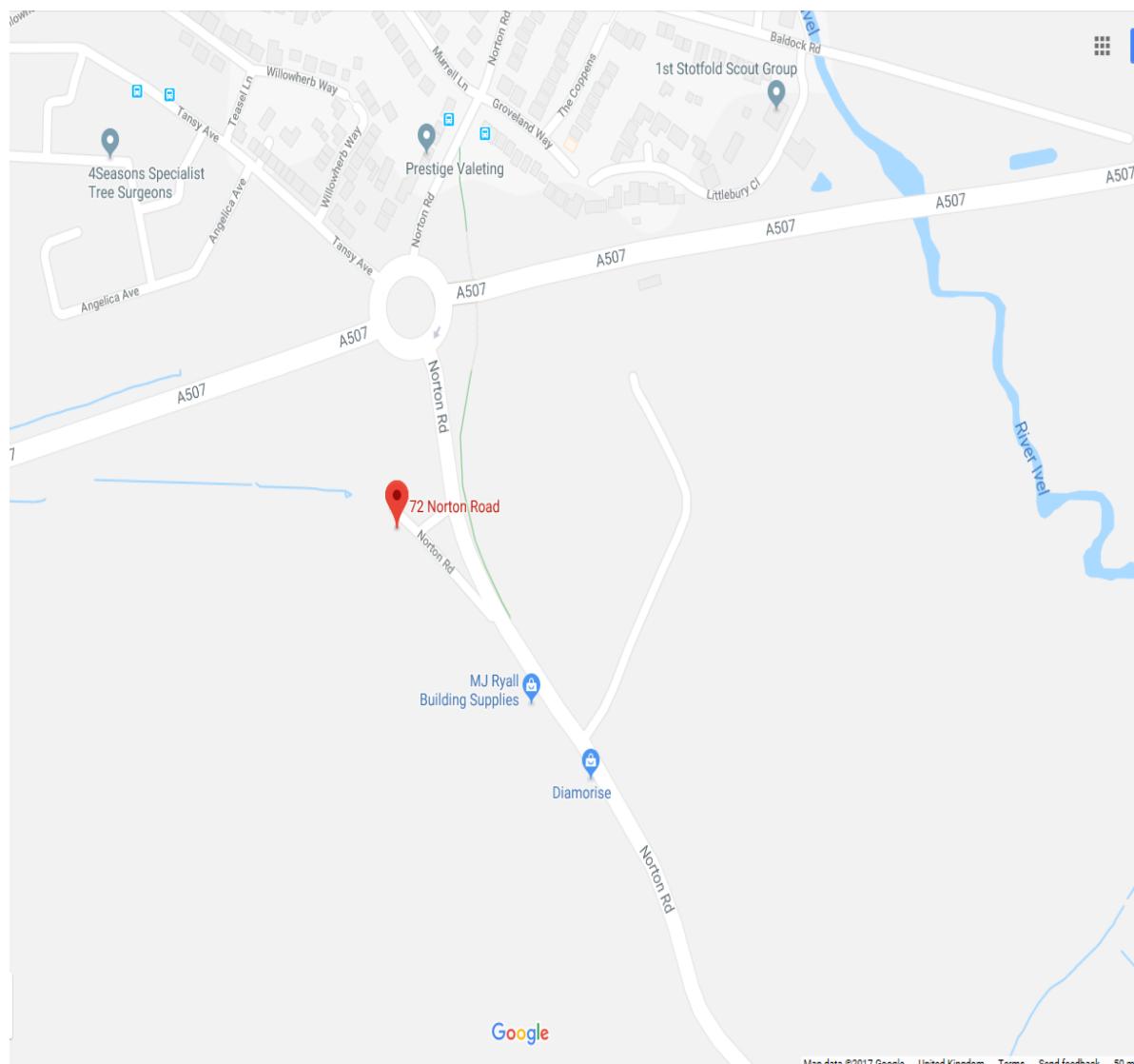
Many thanks on behalf of my fellow residents.

Yours sincerely



Daphne Willmott

Appendix C



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Meeting:	Traffic Management Meeting
Date:	20 December 2017
Subject:	Grovebury Road, Leighton Buzzard – proposal to introduce a 30 mph speed limit
Report of:	Paul Mason, Assistant Director Highways
Summary:	This report asks the Executive Member for Community Services to note that the proposal to introduce a 30 mph speed limit on Grovebury Road Leighton Buzzard attracted no objections and will now be implemented.

RECOMMENDATION(S):

To note that the advertised scheme attracted no significant objections and will now proceed to implementation via a section 278 agreement.

Contact Officer:	Steve Lakin, Principal Highways Officer Central Bedfordshire Highways steve.lakin@centralbedfordshire.gov.uk
Public/Exempt:	Public
Wards Affected:	Leighton Buzzard South
Function of:	Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal supports the following Local Transport Plan objectives:

- (J) Reduce the risk of people being killed or seriously injured.

Financial:

The construction of these proposals will be delivered under Section 278 of the Highways Act 1980 whereby Central Bedfordshire Council as the highways authority enters into a legal agreement with a developer (in order to facilitate development) for the developer to either pay for, or make alterations or improvements to the highway.

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 to CBC: nil	Budget: n/a
Expected delivery: subject to agreement but no later than March 2019.	

Background and Information

1. This proposal was introduced in response to the development of a new retail park on the southern end of Grovebury Road. The change to the speed limit is intended to reduce the speed of traffic entering the built-up area.

Representations

2. Only one representation was received in response to the advertised proposal requesting that the scheme be modified to incorporate appropriate gateway features.

Officer comments

3. A revised design incorporating a suitable gateway is currently in production and will be implemented as part of the scheme.

Appendices:

Appendix A – Public notice, draft order and proposal drawing.

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 30MPH SPEED LIMIT IN GROVEBURY ROAD, LEIGHTON BUZZARD

Reason for proposal: The speed limit is intended to reduce the speed of traffic entering and leaving the built-up area.

Effect of the Order:

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

1. Grovebury Road, from a point approximately 18 meters south-west of the south-west boundary of Unit 7 Grovebury Road extending in a southerly direction for approximately 294 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 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 21 November 2017. Any objections must state the grounds on which they are made.

Order Title If made will be "Central Bedfordshire Council (Grovebury Road, Place) (30mph Speed Limit) Order 2017"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

31 October 2017

30MPH SPEED LIMIT) ORDER 201*

CENTRAL BEDFORDSHIRE COUNCIL in exercise of their powers under Sections 84(1) and (2) of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act”) and of all other enabling powers, after consultation with the Chief Officer of Police for the County of Bedfordshire in accordance with Part III of Schedule 9 to the Act hereby direct as follows:

1. Any previous Speed Limit Orders made on the lengths of road specified in the Schedule to this Order are hereby revoked.
2. No person shall drive any motor vehicle at a speed exceeding 30 miles per hour on the lengths of road specified in the Schedule to this Order.
3. No speed limit imposed by this Order applies to vehicles falling within Regulation 3(4) of the Road Traffic Exemption (Special Forces) (Variation Amendment) Regulations 2011 when used in accordance with Regulation 3(5) of those Regulations.
4. This Order may be cited as “Central Bedfordshire Council (Grovebury Road, Leighton Buzzard) (30mph Speed Limit) Order 201*” and shall come into operation on the xxth day of (month) 201*.

GIVEN under the Common Seal of the Central Bedfordshire Council
this xxth day of (month) 201*

THE COMMON SEAL of THE)
CENTRAL BEDFORDSHIRE COUNCIL)
was hereunto affixed in the)
presence of:)

Signed

SCHEDULE

30mph Speed Limit

Lengths of Road in Grovebury Road

1. Grovebury Road, from a point approximately 18 meters south-west of the south-west boundary of Unit 7 Grovebury Road extending in a southerly direction for approximately 294 metres.

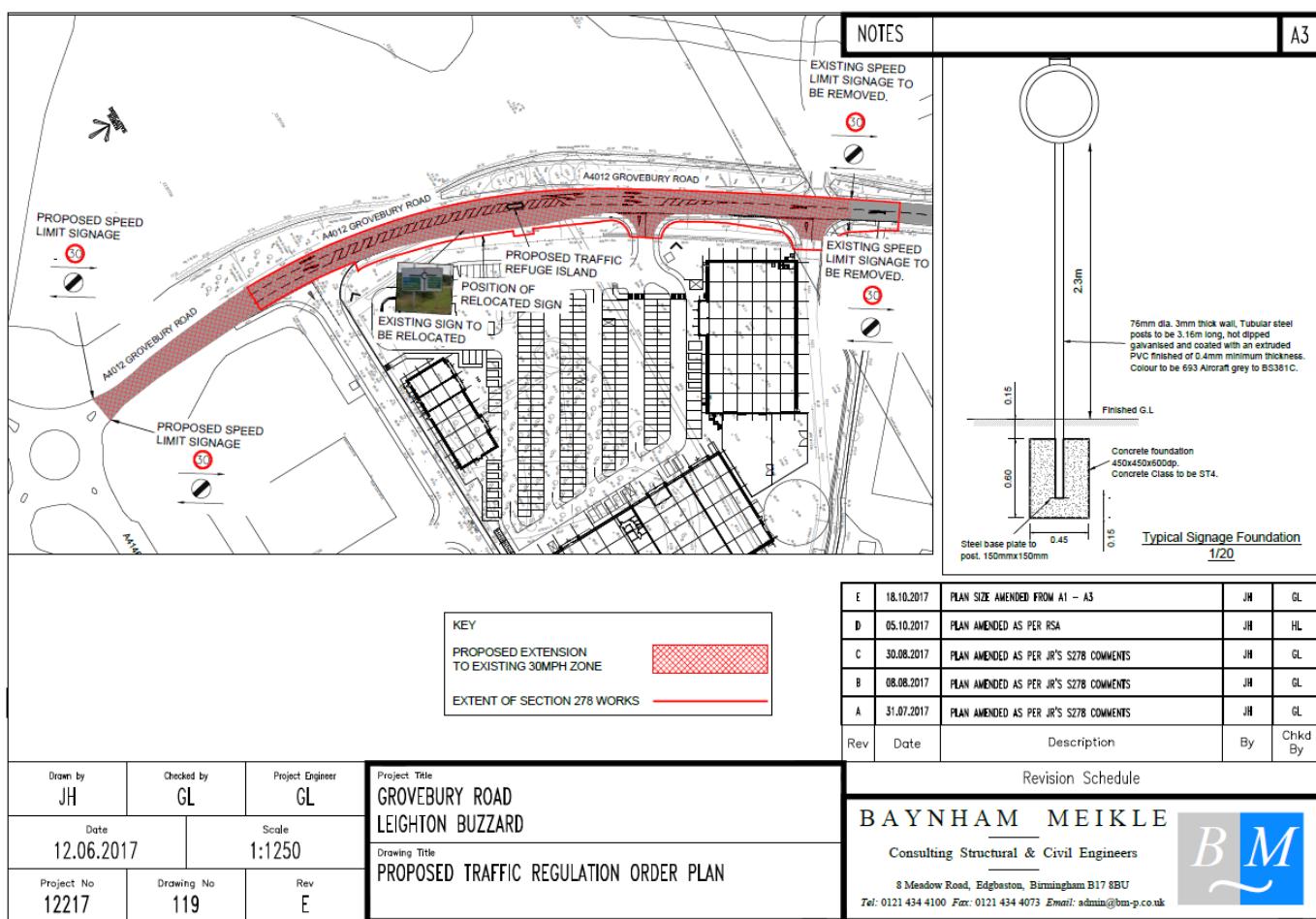


Statement of Reasons

The speed limit is intended to reduce the speed of traffic entering and leaving the built-up area.

Further details can be found on the attached draft Speed Limit Order, Public Notice and Drawing.

Proposal Drawing



Meeting:	Traffic Management Meeting
Date:	20 December 2017
Subject:	A6 Bedford Road, Clophill – Petition requesting an extension of the existing 40mph speed limit.
Report of:	Paul Mason, Assistant Director Highways
Summary:	This report is to note the results of actions taken following the receipt of a petition submitted to Central Bedfordshire Council concerning the speed limit on the A6 Bedford Road Clophill.
Recommendation:	That planned works to improve the A6/A507 junction at Clophill include an extension of the existing 40mph speed limit on Bedford Road to encompass the junction with Old Silsoe Road.

Contact Officer:	Paul Salmon paul.salmon@centralbedfordshire.gov.uk
Public/Exempt:	Public
Wards Affected:	Silsoe and Shillington
Function of:	Council

CORPORATE IMPLICATIONS

Council Priorities:

The subject of the petition correlates with Local Transport Plan objective J.

Financial:

Work will be funded from Local Transport Plan 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: £1,500 - £2,000	Budget: To be determined
Expected delivery: To be determined	

Background and Information

1. On 3 May 2017, The Traffic Management Meeting considered a petition signed by 35 people, requesting the Council moves the national speed limit signs on the A6 at the junction of Old Silsoe Road to the beginning of the dual carriageway. At that meeting it was resolved to investigate whether an extension of the existing 40mph speed limit in Bedford Road is appropriate giving consideration to the volume and speed of traffic on this section of Bedford Road.
2. This report discharges the obligation on officers to report back to the Traffic Management Meeting on the results of its investigation.

Officer response

3. Officers commissioned an automated vehicle count to take place on Bedford Road over the seven day period 27 June to 3 July 2017. The location for the count was adjacent to the junction with Old Silsoe Road. The count showed that the average vehicle speed in a northbound direction (downhill toward Bedford) was 33.6mph and 39.6mph in a southbound direction (uphill toward Luton). The 85th percentile speeds were 45 mph northbound and 45.9 mph southbound.
4. Officers commissioned a report in the number and nature of injurious collisions on the A6 Bedford Road on the section between the A507 roundabout and the junction with Old Silsoe Road covering the most recent 3-year period for which data was available. The report revealed three collisions had occurred that had resulted in a minor injury, all of which involved cars heading northbound down the hill towards the A507 roundabout.

The first collision occurred on 13 Sep 2014 at 08.41 and involved a collision with a vehicle exiting the petrol station and turning right. The second occurred at 8 am on 17 Nov 2014 and involved a rear-end shunt in slow moving traffic on the approach to the roundabout. The third occurred on 16 Jun 2016 at 9.10 am and involved a collision with a vehicle exiting Old Silsoe Road and turning right.

5. Officers are satisfied there is justification for extending the 40mph speed limit to encompass the Old Silsoe Road junction. However, as there is no immediate urgency on safety grounds, given average vehicle speeds in both directions are below 40mph, it is recommended that the revision be advertised and introduced coincident with proposed changes to the A507/A6 junction arrangement.

Appendices:

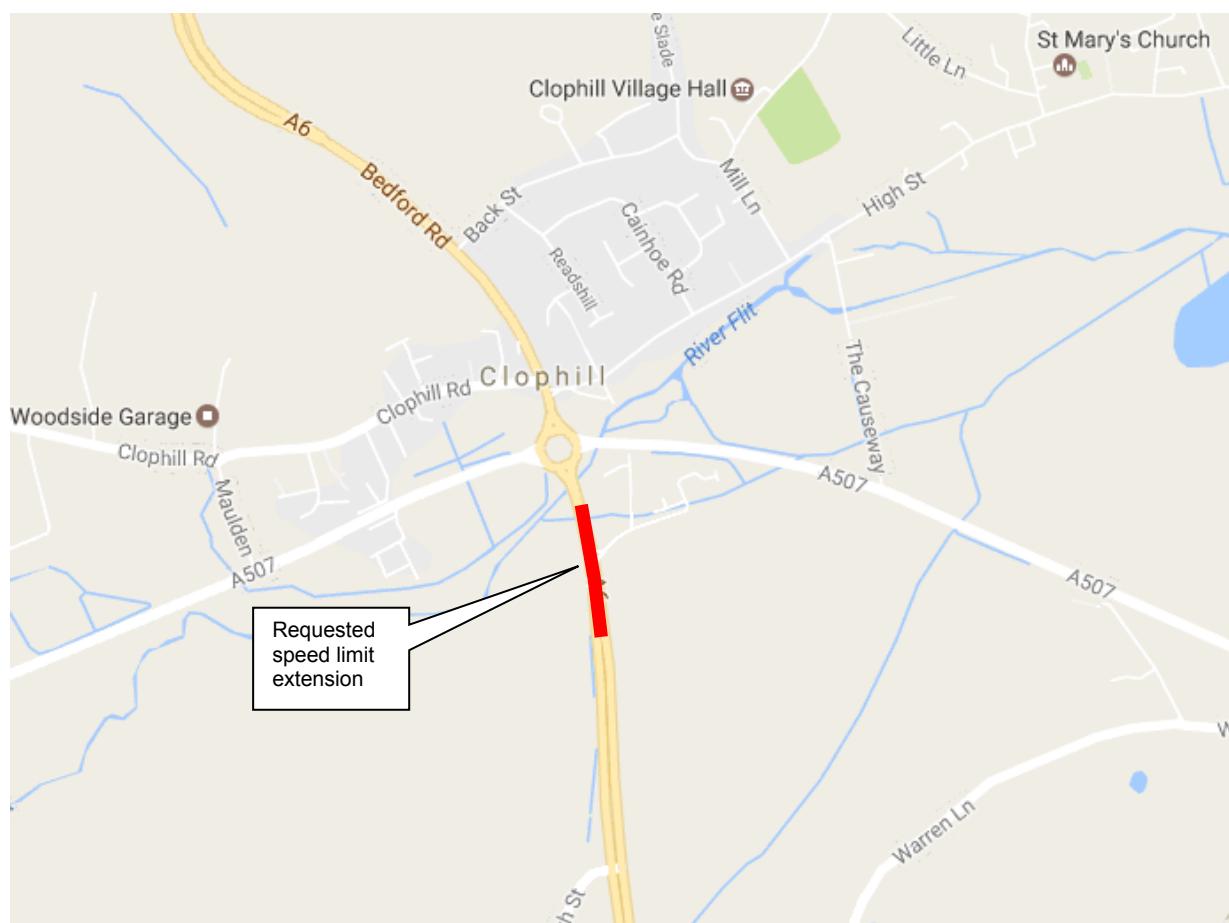
Appendix A – Petition
Appendix B – Location plan

Appendix A

I support the request for the national speed limit signs on the A6 at the junction of Old Silsoe Road to be moved to the beginning of the dual carriageway.

<u>Name</u>	<u>Address</u>
-------------	----------------

Appendix B



Meeting: **Traffic Management Meeting**

Date: **20 December 2017**

Subject: **Miletree Crescent Dunstable – Consider objections to proposed traffic calming features.**

Report of: **Paul Mason, Assistant Director Highways**

Summary: This report seeks approval from the Executive Member for Community Services for the implementation of traffic calming features in Miletree Crescent, Dunstable.

RECOMMENDATION(S):

That the scheme to install two pairs of bolt-down speed cushions and associated signage, be implemented as published

Contact Officer: Steve Lakin
Steve.Lakin@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Dunstable Watling

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal supports Local Transport Plan Objective J.

Financial:

If approved, the scheme will be funded from the Highways Integrated Transport budget for 2017-18.

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: £6,000	Budget: Highways Annual Plan for 2017-18.
Expected delivery: January - March 2018, subject to agreement on booking road space	

Background and Information

1. A scheme to address excessive speeds in Miletree Crescent Dunstable was included in the 1017-18 Highway Annual Plan Council following representations from local residents.
2. The need for measures had been endorsed by Bedfordshire Police who conducted an automated survey of vehicle speeds over the period 9th-15th November 2016. This showed that 58% of vehicles were travelling above the prosecutable speed limit of 24 mph with poor compliance of the limit being slightly worse in the direction towards Oldhill.

Scheme Proposal

3. The scheme proposal involves the installation of two pairs of bolt down cushions in the locations shown in the plan at Appendix B.
4. The proposal was formally advertised by public notice in November 2017. Consultations were carried out with the Town Council, Ward members, the emergency services and other statutory bodies. Fifty members of Miletree Crescent received a letter inviting comment.

Significant Objections

5. No significant objections, defined in CBC's constitution as an objection from a parish council, ward member or local landowner, were received during the consultation period.

Comments

6. Ten individuals provided a written representation during the consultation period. These representations, with names and addresses redacted, are reproduced at Appendix C. The salient points raised by respondents included:
 - i) That the requirement for a traffic calming scheme in Miletree Crescent had not been adequately justified.
 - ii) That the scheme did not include sufficient features to maintain a 20mph speed along the entirety of Miletree Crescent.
 - iii) That the siting of cushions was inappropriate in relation to sight lines and vehicle crossovers.
 - iv) That the choice of raised features was inappropriate because of the impact on noise, pollution levels and wheel alignment.
 - v) That a full width road hump would be more effective than cushions at controlling speeds.
7. Several respondents took the opportunity to press the case for the traffic calming of adjacent roads.

Officer response

7. Officers have considered the comments made by respondents and offer the following observations:
 - i) The evidence collected on vehicle speeds provides a reasonable justification for a low-cost scheme designed to achieve a greater level of compliance with the 20 mph speed limit.
 - ii) The separation between features is in accordance with highway design guidance, including for example Local Transport Note 1-07. The scheme will be monitored following implementation to assess its impact.
 - iii) The location of crossovers and the proximity of street lighting were important considerations when determining the appropriate siting for each set of cushions.
 - iv) Whilst the effects of raised features will result in a marginal increase in vehicle emissions there will be a negligible impact in Miletree Crescent as congestion is minimal and traffic flows are low. The type of cushion has been selected to minimise the potential for any significant noise disturbance.
 - v) The use of bolt-down cushions is considered appropriate given the type, volume and speed of traffic using Miletree Crescent.

Appendices:

- Appendix A – Proposal public notice
- Appendix B – Layout plan
- Appendix C - Representations

Appendix A

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN MILETREE CRESCENT, DUNSTABLE

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, propose to install speed cushions in Miletree Crescent, Dunstable. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

Install speed cushions of a height of 0.06 meters and length of 3 meters, partially extending across the carriageway at the following locations in Miletree Crescent, Dunstable:

1. Miletree Crescent outside and opposite numbers 13/15
2. Miletree Crescent, 68m from the above location outside and opposite numbers 23/25

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 5302.

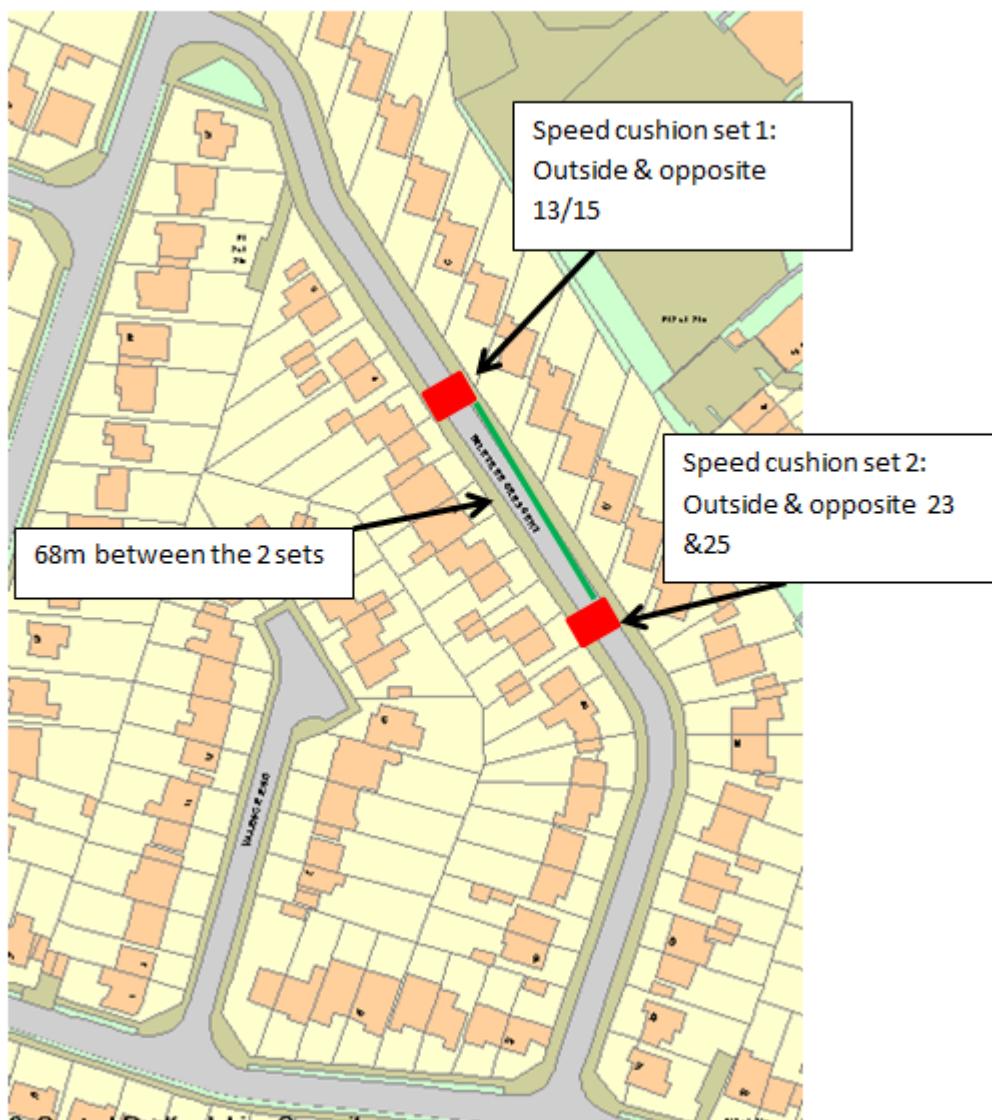
Comments should be sent in writing to Charlotte Dunham at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 22nd November 2017.

October 2017

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

Appendix B – Layout Plan



Appendix C - Written representations

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

From: Email
Sent: 01 November 2017 15:52
To: Traffic Consultation
Subject: Speed Cushions on Miletree Crescent

To whom it may concern,

Regarding the installation of speed cushions on Miletree Crescent, I am in total agreement. However, with only 68 metres between the proposed sets, I feel that there is space for at least one more and preferably two more sets. The current proposal gives opportunity for excess speed between last cushion and road end in either direction.

Yours sincerely,

Mr xxx

Miletree Crescent

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

From:
Sent: 05 November 2017 16:05
To: Traffic Consultation
Subject: speed cushions-Miletree Crescent

From
Xx
Xx Miletree Crescent
Dunstable.

I have received a leaflet regarding proposed speed cushions and I think they are a good idea as cars do speed along this road.

I think they should also be on the road between Lowther Road and the bend as some cars speed up coming from Lowther Road.

As my neighbour has a hedge, people find it difficult to see if any cars are coming when backing out of my drive and I think it would help if cars were made to slow down.

Kind regards

xxx

From:
Sent: 05 November 2017 21:04
To: Traffic Consultation
Subject: Proposed Installation of speed cushions on Miletree Crescent

FAO: Charlotte Dunham, Senior Highways Officer.

Dear Ms Dunham,

Re: Proposed speed cushions.

Thank you for the notification of the above proposal, received on the 1st November, through the letterbox.

I would be grateful if you could advise why it's deemed necessary for the speed cushions to be considered for the road? Having lived in the road for a number of years, there does not appear to be a significant speed issue.

- I'm interested to know the reasoning and justification for the proposal?
- What are the estimated costs for the proposed cushion installations and accompanying signage?
- What are the likely ongoing maintenance costs for the cushions?

Have you considered the number of residences who park their vehicles on the roadside, especially from 17.00 hrs to 8.00 hrs and over the weekends and by doing so create their own traffic calming system?

I look forward to your reply in due course.

Sincerely,

xxx

Resident @ xx Miletree Crescent, Dunstable, Beds. LU6 xx

>>>>>>>>>>>>>

Dear Ms Dunham,

Re: Proposed speed cushions - Miletree Crescent, Dunstable

Further to my e-mail of the 5th November as shown below, there are some additional question and comments I wish to ask and make:

- 1) Would you please describe exactly what are the proposed speed 'cushions' and their dimensions?
- 2) Are there any other speed cushions or other forms of traffic calming systems or speed cameras planned or proposed for adjoining roads in the local vicinity? If so their detail.
- 3) To the best of my knowledge and that of my mothers' who has lived at 22 Miletree Crescent, Dunstable, for approx., 50 years since the house and road were built, there have been no road traffic incidences, i.e. road accidents on the Crescent.
- 4) Why on the whole of Lowther Road and Beech Road (Access from the A5) approx. 1.2 miles are there only two speed cushions/bumps and yet two are proposed within a distance of 68 meters on Miletree Crescent? Tragically there have been accidents and fatalities in the past along Lowther Road, yet only two spend cushions/bumps in the entire length.

5) As you are no doubt aware, the busy thoroughfare route of Lowther Road quite rightly has a speed cushion at the Zebra crossing by Ardley Hill school along with a speed camera close by. There is a second speed cushion/bump at the intersection with the Oldhill (nearby to the local shops) and a speed indicator & awareness camera on Lowther Road (opposite to Churchill Road) from the direction of Beech Road.

I am therefore bemused at the need for two speed cushions on Miletree Crescent, a very minor road, with no schools, no shops or accident black spots.

As I pointed out in my previous e-mail below, the number of vehicles parked on and along side the road at Miletree Crescent (14 as of the other day) act as their own speed calming system. Please come and visit the road early evening & early morning and/or at weekends to see the extent and affect of the parked vehicles; I often struggle to manoeuvre in and out of the driveway at No. 22 because of the proximity of parked vehicles on the road.

In my view any unnecessary expense should be avoided and monies spent elsewhere on road maintenance projects and/or roads posing accident black spots.

Please acknowledge safe receipt of both of my e-mails and I look forward to receiving your response.

With kind regards,

xxx

Resident @ xxMiletree Crescent, Dunstable, Beds. LU6 xx.

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

From:

Sent: 06 November 2017 18:47

To: Traffic Consultation

Subject: Proposed installation of speed cushions on Miletree Crescents

Dear Sirs/Madam ,With reference to the above proposal , I strongly OBJECT to the installation of these speed cushions .

The traffic flow on this road is extremely low and parked cars generally form a natural barrier that prevents speeding . I have lived at this house for 52 years , the speed limit during most of that time was 30 mph , yet to my knowledge no accident has occurred so I cannot see how any modifications can be justified especially now it is a 20 mph limit .

To suggest two speed cushions close to each other are required is an absolutely unnecessary expenditure , where in the local area many roads require repairs. In addition my house will be in - between these two cushions so we will have bumping noise and due to acceleration, de acceleration the pollution level will increase . A lot traffic is from the surrounding houses using cars that have not had time to warm up and for example the exhaust catalytic converters have not become operational adding to pollution levels.

It is my view these speed cushions are not required , they will result in additional traffic noise , increased pollution and based on past 52 years of living in this road they are not required and the expenditure cannot be justified .

Yours faithfully xxxx 6-11-2017

X Miletree Crescent
Dunstable
LU 63LS

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

From:
Sent: 09 November 2017 07:39
To: Traffic Consultation
Subject: Speed Cushions in Miletree Crescent, Dunstable

Regarding your proposal to install speed cushions in Miletree Crescent.

I would like to suggest that either we need a third cushion somewhere on the section of road from Lowther Road to the bend in the road, or one of the other cushions re-sited somewhere along this part of the road, as people also speed on this section. Our neighbours and myself - who live on the bend - find it quite difficult to get out of our houses sometimes, because one minute there isn't a vehicle in sight and the next we have a speeding vehicle to contend with, also it would not be a good idea if someone is not familiar with the road, and speeds round the corner, and then has to brake suddenly because of the speed cushion!

Hoping you will consider this when you undertake this work.

Xxx
Xxx Miletree Crescent,
Dunstable,
Beds.
LU6

From:
Sent: 08 November 2017 10:30
To: Traffic Consultation
Subject: Proposed installation of speed cushions on Miletree Crescent, Dunstable LU6 3LS

Charlotte

Having seen the proposed layout I would like to thank you and the council for doing something at last. The data that has been recorded really has demonstrated the dangers of the majority of vehicles travelling along Miletree in what is a very residential road with elderly and young families alike. My elderly wife and I have constant nightmares when we hear the screeching of brakes and sounding of car horns fearing that cars will one day crash into our house.

It's been a long time in coming but my fellow neighbours and I hope that this will be the start of a more quieter road and a become a safer place to live.

Something to consider:-

Over the years when it's been very cold and icy, black ice has been on the bend of the road towards the Lowther Road end. Due to the ridiculous speeds of some drivers at this point they have lost control of their vehicle and ended up in our gardens or bounced off the kerbs. If this can be prevented it will help all concerned. So I would like to see additional cushions implemented which would keep the average speed down to a more acceptable level. Can this be done and also spread more along the road?

Is this the only option (cushions) that was proposed or is there any other solutions you may have considered?

Regards

Mr xx

From: xx
Sent: 13 November 2017 16:18
To: Charlotte Dunham
Subject: Proposed installation of speed cushions on Miletree Crescent, Dunstable Beds

Charlotte

I have seen the proposed siting of the speed cushions, but I am in the process of applying to drop my curb line and to extend the entrance of my driveway but the new measures will impede the entrance to my new driveway. So is it therefore possible to re locate them up or down the road please?

Will you let me know if my request for the cushions to be relocated has been accepted?

The new traffic calming measures is brilliant news and long overdue but I would like to see the cushions extended the entire width of the road and at least one or two more of them along Miletree. Can this be looked into please?

The bend in the road at Miletree has become particularly bad over the years with many cars exceeding speed limits of 35mph. So this area is of particular danger and further calming consideration should be taken in this immediate area.

Will new signage be erected and where as there is nothing indicated on the plans.

I would like to thank the council for all the work behind the scenes relating to this project.

Will any residents be able to feedback any comments once the works have been carried out?

Many thanks.

xx
Sent with BlackBerry Work

From:xx
Sent: 14 November 2017 14:15
To: Charlotte Dunham
Cc: xx
Subject: First Avenue Dunstable Bedfordshire

Good afternoon. I am writing to you today to request confirmation on the criteria required by Central Bedfordshire Council – Highways for the installation of traffic calming measures in a particular road/location.

My Aunt lives in Miletree Crescent and has been informed by letter from yourself that the Council intend to install such measures (speed cushions) in her relatively quiet road with many parked cars. I am pretty flabbergasted to be totally frank.

I live in First Avenue; a long, wide residential road bordered by 3 schools. Cars routinely use this road as a cut through because all other roads of a similar length have speed cameras. People drive at dangerous speeds down the road at all times of the day and night, totally ignoring the 20 mile/hr speed limit. Every week day the pavements and indeed the road is filled with hundreds of children walking and cycling to and from school. It is an absolute miracle that no child has been killed but it's only a matter of time!

I fail to see how Central Beds can justify spending tax payers money installing speed calming in Miletree while completely ignoring First Avenue.

Transparency around the decision making process would be helpful and my intention is to put together a petition for the residents.

I look forward to your comments and anything helpful Mrs Staples maybe able to add.

Regards,

xx

Dear Charlotte

7 November

: Re. Proposed Installation of Speed Cushions in Miletree Crescent.

I am very glad to see the highways dept at last taking action against these constant high speeders along Miletree Crescent.

I live on the bend of the road towards the Louth Langtoft Rd end and this is where most of the minor accidents & the tooting of horns occur.

Whilst I welcome the speed cushions I do feel that

- a: They are incorrectly sited
- b: There is NO. enough of them, proposal x4
- c: Instead of individual cushions they need to extend the entire width of the road.

My suggestion is that the extended cushions are installed before the bend (Louth end) and just after the bend to immediately slow the traffic, then a further x2 more at $\frac{1}{2}$ way up Miletree then at the beginning of Miletree - Oldhill end.

Having just two sets of cushions in my opinion will not be very effective.

Thus please consider my options above, and help the local /elderly residents live safely!

Regards

A. Miletree Resident.

P.S. I do not have a computer.

MILETREE CARS
DUNSTABLE
LU6 3LS.

10/11/17.

Dear Charlotte

Ref our telephone conversation this morning, the proposed speed cushions for Miletree crescent in my opinion be right across the road, if it is to be two bays this will not stop motor cycles as they will speed through the centre gap, also the pad version puts the cars wheel alignment out after a few months of negotiating them (they spread the wheels outwards)

Yours faithfully,



RE: MILLEGE CRESCEt PROPOSED
SPEED CUSHIONS.

19/11/17

I welcome the introduction of the speed cushion or thumps as Millege Crescent has become a haven for many idiotic drivers.

But I feel that a thump or a full width cushion should be placed within 60m of the Lower Rd junction. This will ensure

Speeds are kept to the 20mph limit, and a further two more along the road.
The design of the cushions shall not compromise safety and the council should if necessary have a willingness to modify particularly if speeds continue to be above the recommended levels of 20mph. The height of the cushion must be at the maximum level of 100mm and length of 3.7m. As this road is not a bus route or a main transport road the gap between cushions should also be kept to a minimum.

To increase that the council monitors the speake again in the future to ensure the implementation of the cushions is working.

As a driver who has been driving on numerous roads around the country I can through experience say that the cushions are never wide enough & cars consistently speed at the cushions. So where's the deterrent!

Ours in Mlettree must be fit for purpose!

The locals need a danger free zone but only with the councils continued support will this be achieved.

My wife and I look forward to a safer & quieter place in which to live, and a better place for our grand kids to be.