

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 6 February 2018

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Wednesday, 14 February 2018 at 12.00 p.m.

Venue at

**The Community Room, Asda Biggleswade Superstore,
Church Street, Biggleswade, SG18 0JS**

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***

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

The use of arising images or recordings is not under the Council's control.

AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Shortmead Street, Biggleswade - Consider objections to the proposed Zebra Crossing.	* 5 - 16
	To seek approval for the implementation of a zebra crossing to be sited outside number 51 and 104 Shortmead Street, Biggleswade.	
3	Haynes Church End - Petition for a 30-mph speed limit.	* 17 - 64
	To note the receipt of a petition submitted to Central Bedfordshire Council and discuss a way forward.	

This page is intentionally left blank

Meeting: Traffic Management Meeting
Date: 14th February 2018
Subject: Shortmead Street, Biggleswade – Consider objections to a proposed Zebra Crossing
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a zebra crossing to be sited at outside number 51 & 104 Shortmead Street, Biggleswade.

RECOMMENDATION(S):-

That the proposed scheme be implemented as published.

Contact Officer: David Huston
David.Huston@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Biggleswade North
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities:</p> <p>The proposal supports the following Local Transport Plan objectives:</p> <p>(J) Reduce the risk of people being killed or seriously injured</p> <p>Financial:</p> <p>Funded by developer (Section 106) contributions.</p> <p>Legal:</p> <p>None from this report.</p> <p>Risk Management:</p> <p>None from this report.</p> <p>Staffing (including Trades Unions):</p>

None from this report.

Equalities/Human Rights:

None from this report.

Community Safety:

This proposal will improve the safety of people when crossing Shortmead Street in Biggleswade, particularly children travelling to local schools and residents of the nearby retirement apartments.

Sustainability:

None from this report.

Budget and Delivery:	
Estimated cost: £37,000	Budget: Developer (Section 106) contributions
Expected delivery: August – September 2018	

Background and Information

- 1 This proposal has been brought about by a planning obligation by deed of agreement between the developers of 67 Shortmead Street and the Council under Section 106 of the Town and Country Planning Act 1990, which requires *“the provision of a pedestrian crossing in the vicinity of the Site.”*
- 2 This scheme takes the opportunity to provide safe crossing of Shortmead Street to serve the residents of the development. It will also benefit other vulnerable road users, particularly school children attending St Andrews Lower School.

The Scheme Proposal

- 3 This scheme proposal comprises:
 - Zebra crossing of Shortmead Street.
 - A build-out of the footway to accommodate a Belisha Beacon Modupost with LED Collar and Cowl with a mask to contain flashing light.
 - Provision of a red blister tactile paving to aid visually impaired pedestrians.

Automated Traffic Count (ATC) Data

4 The authority commissioned an independent and automated count of traffic volumes and speeds at the proposed location of the crossing collected between 16th and 22nd November 2017. This showed:

- Weekday Average Speed

Mean Average Speed (mph)
26.30 mph
85 th Percentile Speed
30.20 mph

- Traffic Volume

7 Day Average
43,576 vehicles

Statutory Consultation

5 The proposals were formally advertised by Public Notice on the 15th December 2017. Consultations were carried out with the emergency services and other statutory bodies, and Biggleswade ward members. Residents and businesses in the vicinity of the proposed crossing received a letter.

Representations

- 6 A total of 5 representations were received in response to scheme proposals. Of these, 1 expressed support for the proposal, 1 raised a concern and 3 made objections, which are summarised as follows:
- a) That the crossing would cause vehicles to slow down, then speed up, resulting in an increase in traffic noise and noxious emissions.
 - b) That the footway at the crossing location is insufficiently wide to accommodate queuing pedestrians and will adversely impact the security, privacy and accessibility of adjacent residential properties. Further, that the flashing beacons will create a disturbance given their proximity to upstairs rooms.
 - c) That the crossing is too close to the junction with Brunts Lane, creating an issue for traffic exiting onto Shortmead Street.
- 7 One correspondent suggested that a Puffin crossing would be preferable at this location on road safety grounds. On a similar vein another respondent suggested the need for additional traffic calming features to reduce excess speeds and suggested the crossing be placed on a raised table or split through the use of a central refuge island.

Officer Response

- 8 The CBC Highways Officers' response to issues of concern is as follows:
- a) There is no evidence to suggest that the installation of zebra crossings has a quantifiable negative effect on indicators of air quality. Conversely, the effect on levels of emissions will be positive where a crossing encourages a mode-shift towards walking and cycling for local journeys such as trips to schools and local services.
 - b) The footway width is comparable to crossings at other locations, including for example 34 Shortmead Street, which has a similar layout. Users of Zebra crossings are not required to queue and must focus their attention on approaching traffic. Hence, there is no need or incentive to loiter in the vicinity of the crossing and consequently, the evidence is that they have minimal impact on adjacent properties. The use of 'shields' will ensure there is no light disturbance from the beacons.

- c) The crossing is sited to serve the desire line along Brunts Lane to St. Andrew Lower School and optimally located within the surrounding environment. Alternative locations to the north and south were considered but discounted. Moving the crossing to the south would bring it into close proximity with an existing Zebra. Moving it to the north would shift it too far away from the main desire line, making it significantly less advantageous to potential users and raising the risk it would be underutilised.

The 'straight across' crossing design will not adversely impact vehicles when exiting onto Shortmead Street from Brunts Lane.

Other considerations and conclusions

- 9 The provision of the crossing is a condition of the planning permission for the adjacent development. It was mandated by the authority as part of a package of works designed to encourage residents to walk when travelling to local services.
- 10 The optimal location for the crossing has been carefully researched by the highway design team. This has taken into account pedestrian desire lines and local site constraints, including side roads, residential crossovers and position of utility services within the footway and carriageway.
- 11 The selection of a Zebra crossing in preference to a light-controlled Puffin crossing was determined on the grounds of safety, cost and convenience. Research evidence shows no discernible difference in safety performance between the different types of crossing. Zebras are typically less expensive to install and maintain. They are also the preference of most pedestrians.
- 12 Zebra crossings are a common feature within Biggleswade and typically enjoy high levels of driver compliance. The potential disturbance to adjacent properties from the call signal was also a consideration in the design choice.
- 13 Data on average and 85th percentile speeds are below the threshold where measures are needed to reduce the speed of approaching vehicles. The option to place the crossing on a raised table was considered but discounted on technical and cost grounds. Constructing a table would require additional works to kerbs, drainage and services. Also, there is also insufficient space at the preferred location to construct a table of sufficient length to accommodate buses. This could be accommodated by extending the table across the full extent of Brunts Lane junction, but at a substantial additional cost that would make the scheme unaffordable.
- 14 The authority has installed many similar crossings and believes the facility will be widely welcomed and appreciated.

Appendices:

- Appendix A – Public Notice of proposal
- Appendix B – Scheme consultation drawing
- Appendix C – Representations

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL A ZEBRA CROSSING IN SHORTMEAD STREET, BIGGLESWADE

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 23 of the Road Traffic Regulation Act 1984 and all other enabling powers, proposes to establish a Zebra crossing in Shortmead Street, Biggleswade. The reason is to improve pedestrian access to schools and local amenities and also safer crossing for vulnerable road users, such as elderly from the retirement home living. These works are being promoted as part of a highway improvement scheme associated with an adjacent residential development.

A Zebra Crossing is proposed to be sited at the following location in Place: Outside Numbers 51&104 Shortmead, Street, Biggleswade SG18 0DB, at a point approximately 5 meters north of its junction with Brunts 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.

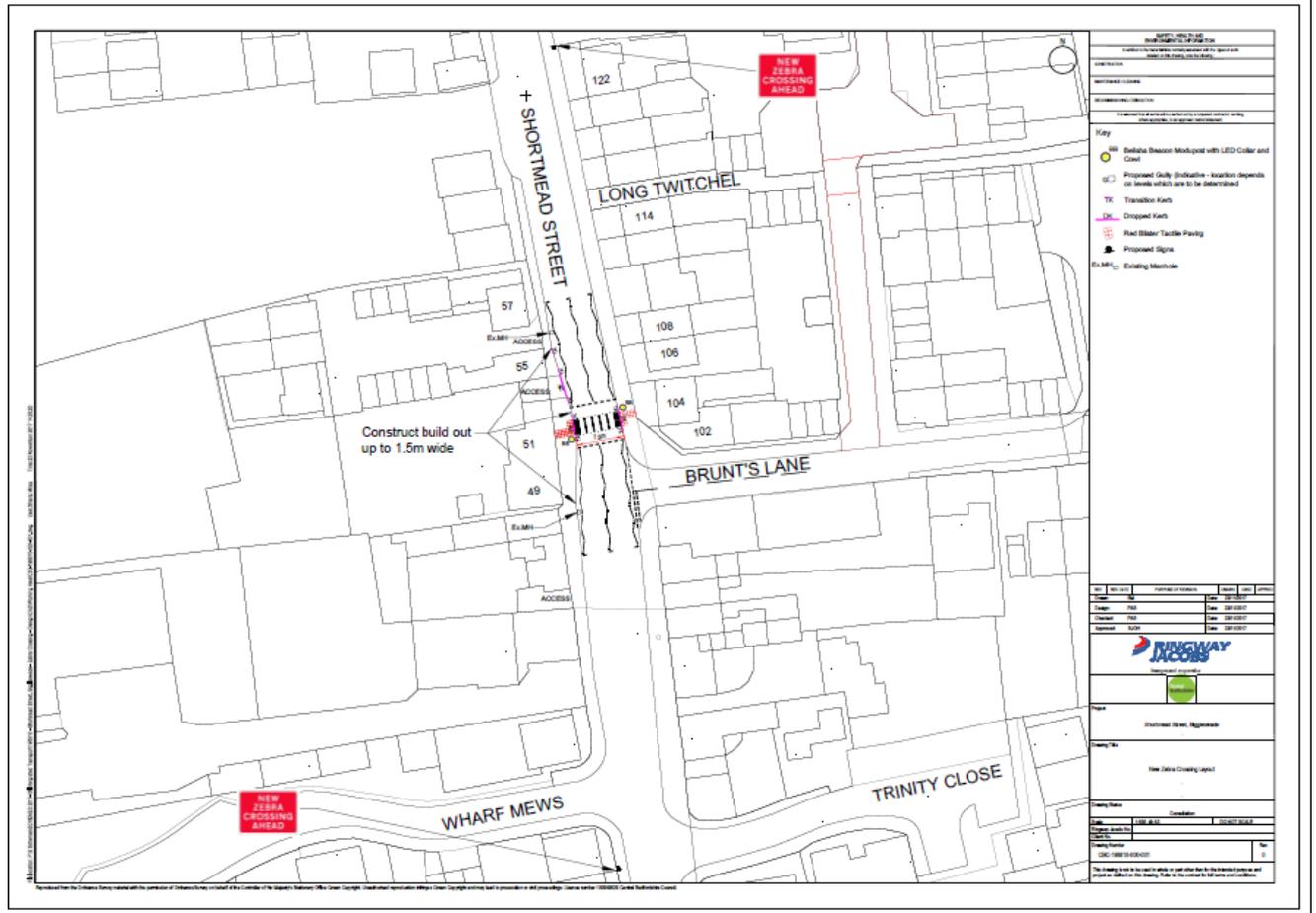
Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 13 JANUARY 2018.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

15th December 2017

Appendix B: Scheme Drawing



Appendix C: Representations

Mr Huston as a resident of Shortmead Street I welcome the proposed siting of an additional Zebra crossing in Shortmead Street my only concern as a user of the existing crossing is the several near misses I have seen and experienced myself where some drivers seem to be oblivious to the crossing and fail to even slow down let alone stop. Owing to the proximity of the new crossing to the local school and retirement flats I think a Pelican crossing would be more suitable as the traffic light system would ensure that traffic would stop on red making the crossing a lot safer for children and people in general

Kind regards,

02.01.18

Dear Sir/Madam

Your ref: GPB/171215, Proposed Zebra Crossing

Following your recent correspondence, I have a number of significant concerns I have about placing a zebra crossing directly outside my property.

1. My son has asthma; his bedroom is above your proposed site. The slowing down and speeding up of cars is what generates the most fumes and dangerous emissions from vehicles. This crossing would therefore have a detrimental impact on his health.
2. I am unaware of any other zebra crossing placed directly adjacent to the front door of a domestic dwelling, especially one where the pavement is so narrow and there is little room for normal pedestrian access, let alone a gathering of members of the public, or indeed on refuse bin collection day when the bins currently create a major obstruction for pedestrians.
3. Pedestrians regularly peer into the property as the pavement is so narrow, encouraging people to be waiting outside to cross, will only invade our privacy further.
4. My neighbour at 49 and I, both have vehicular rear access to our properties and park at the rear. A group of people stood on the pavement waiting to cross will block our vision, making the exit of our driveway by car, hazardous and potentially dangerous.
5. When attempting to enter and exit via the front door I will be required to ask people to move out of the way. This also presents a security risk as having people so close to my entrance gives them a good chance to look around inside. I will feel vulnerable as a single parent.
6. My son and I sleep above the proposed crossing at the front of the property and therefore any Belisha beacon lighting will disturb our sleep.

Finally, why place a crossing where pedestrians would then have to further negotiate another street, Brunts Lane? Why not place it where there is a wider pavement and where it maximises safety for pedestrians and drivers, rather than increase it? I would normally support the citing of zebra crossings, however, I am confused as to why this would be considered viable, or indeed sensible. I respectfully request that you attend a site visit so that I can explain my concerns further and you have the opportunity to review your plans.

I look forward to hearing from you.

Yours faithfully

Dear Sir/Madam.

Ref:GPB/171215.

I would like to voice my opinion on the proposed crossing in Shortmead Street. Traffic noise is already a problem as the pavement is narrow and the traffic is only a few feet from my property. Stationary traffic will only add to this. Access to the rear of the property is difficult already and a crossing would not make this any better. I would also prefer not to have people standing in front of my property while waiting to cross.

Yours faithfully

Sirs,

I note the proposal and, whilst I welcome some form of protected crossing, I have the following comments.

1. I would suggest that further traffic calming measures will be required on Shortmead Street at that point. At times this short stretch can be compared to a race track. If the crossing by Ivel Gardens is taken as a comparator, too many drivers either do not see the crossing and/or ignore it. So I would further suggest that a raised and appropriately marked crossing, perhaps together with a central island, would represent a deterrent to speeding and ensure drivers pay attention to the crossing.
2. It may also be of benefit to add extra solar LED based lighting around the yellow beacons for clarity during daylight hours.
3. The argument may be made that a Zebra crossing is safe if motorists obey the rules. Unfortunately in this day and age too many do not obey the rules. As my old university traffic engineering lecturer told us "Assume the worst of drivers rather than hope for the best, and you can't go wrong".

I would urge you to add more protection to the proposed crossing.

Sincerely,

To whom it may concern,

We are writing in response to the proposal to site a Zebra Crossing outside numbers 51 + 104 Shortmead Street, Biggleswade.

It is our consideration that the proposed location of a new Zebra Crossing is not ideal or appropriate.

The volume of traffic that regularly use Brunts Lane (for drop off at / collection from St Andrew's Lower School in addition to the residential use by homeowners in Brunts Lane, Watkin Walk, Chapel Fields and Fairlands) is substantial. We believe this may not have been adequately considered by yourselves.

Additionally, sufficient thought may not have been given in regards the speed at which traffic frequently needs to exit Brunts Lane to travel northwards onto Shortmead Street. The high level of traffic on Shortmead Street, most days, requires drivers to 'put their foot down' in order to safely make a right hand turn out of Brunts Lane.

Having a Zebra Crossing approximately 5 metres away from the Brunts Lane junction could lead to a number of accidents caused by those drivers who need to exit Brunts Lane at pace and who may not have been able to assess both pedestrians at the Crossing and vehicles on Shortmead Street.

We consider a more appropriate location for a Crossing to be sited is at the end of Long Twitchell (a pedestrian alleyway rather than a road) next to 114 Shortmead Street.

This alternative location would, in our opinion, significantly reduce the likelihood of accidents resulting from vehicles exiting Brunts Lane to travel northwards onto Shortmead Street. Drivers would have more time to be aware of pedestrians at the Crossing as they would not simultaneously be needing to assess whether they had sufficient time to exit Brunts Lane ahead of vehicles on Shortmead Street.

In addition, the alternative location would benefit those pedestrians who frequently walk along Chapel Fields, turn left onto Brunts Lane, then right onto Watkin Walk, then turn left onto Long Twitchell and right onto Shortmead Street (i.e. those who wish to cut the corner off - a shortcut used by those wishing to head north along Shortmead Street).

The alternative location would also benefit those individuals residing at properties in the new McCarthy & Stone development, as it would be almost directly opposite.

We would be grateful if you could give consideration to the points we raise.

Kind regards,

This page is intentionally left blank

Meeting: Traffic Management Meeting
Date: 14 February 2018
Subject: Haynes Church End – Petition for a 30-mph speed limit
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: Houghton Conquest and Haynes
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Matters raised in the petition correlate with objective J 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 47 people, requesting the current 40 mph speed limit in the village of Haynes Church End be reduced to 30 mph on safety grounds. A copy of the petition is provided as Appendix A.
2. The lead petitioner makes reference to the Department for Transport circular 01/2013 'Setting Local Speed Limits and draws attention to *"the narrow carriageway, blind bends concealed entrances, reduced sight lines, close proximity of homes to the carriageway and narrow footpaths"*, proposing these raise the risk of collisions and personal injury when vehicles travel through the village at a legal speed of 40 mph.
3. The petition follows previous correspondence with the council on this matter. At the same time as submitting the petition, the Parish Council applied for Rural Match Funding (RMF) to pay for the design of a scheme to address excessive speeds in Plummers Lane and Church End. The application requested a speed limit review of Church End as a precursor to the implementation of a 30 mph speed limit. A copy of the RMF application form and supporting documents is included as Appendix B.

Collision data analysis

4. Over the most recent 5-year period for which complete and validated data is available, there has been a single recorded collision in the area of interest. This collision occurred close to the A6, on a section of Church End Road that is distant from residential properties. Excessive speed was not considered to be a contributory factor to the collision, which resulted in minor injuries to the occupants of two vehicles.
5. On the basis of the collision data, Church End Road performs in the upper quartile when considering relative road safety performance. One isolated, injurious collision is some distance away from the cluster-related threshold that would trigger a road safety review and related investment.
6. A copy of the collision model data is provided as Appendix C.

Speed data analysis

7. Several automated counts of vehicle volumes and speeds have been undertaken on Church End Road, most recently between 14-20th September 2017. This survey showed average speeds of 36.4 mph for eastbound traffic and 37.2 mph for westbound. Speeds at the 85th percentile were 43.2 mph and 44.3 mph respectively. Some 11.5% of vehicles exceeded the Police ACPO enforceable limit of 46mph and above.
8. Reducing speeds to achieve an average close to 30mph would require traffic calming measures. Depending upon the extent of the 30-mph limit, this would necessitate significant investment. Such expenditure would be difficult to justify when assessed against competing road safety priorities, particularly in the absence of a substantial third-party funding contribution relating to development.
9. A summary of the vehicle speed / volume data collected forms Appendix D.

Speed limit assessment

10. The Department for Transport Circular 01/2013 'Setting Local Speed Limits' advises that the setting of speed limits on single carriageway rural roads should take into account the history of collisions, the road's function, existing mean traffic speed, use by vulnerable road users, the road's geometry and engineering and the road environment including level of roadside development.
11. These matters have been duly considered by Central Bedfordshire highways officers who have formed the view that 40 mph is currently the appropriate speed limit. There is a key point in the DfT Circular which states, "*speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.*"

Speed Limit Enforcement

12. The view formed by Central Bedfordshire highways officers has been discussed with Stephen Welham, Traffic Manager Officer for Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit, who has been in correspondence with the Parish Council on this matter.

13. Mr Welham drew attention to the Association of Chief Police Officers' (ACPO) Speed Enforcement Policy Guidelines for 2011-15. In respect of the government circular 01/2013 'Setting Local Speed Limits', the ACPO guidelines state:
- Speed limits should not be set in isolation but as part of a package with other measures to manage vehicle speeds and improve road safety therefore, helping drivers to be more readily aware and drive at an appropriate speed.
 - It is seen as important that traffic authorities work closely with the police when considering or determining any changes to a speed limit.
 - Enforcement is appropriate, but only after other measures. Enforcement costs must be considered before introducing or changing a limit.
 - To achieve compliance there should be no expectation on the police to provide additional enforcement beyond routine activity – unless agreed.

Conclusions

14. Whilst officers are sympathetic to the aspirations of the Parish Council, they would counsel against committing to a reduction in the speed limit to 30 mph.
15. Previous experience within Bedfordshire and detailed in the Department for Transport guidelines, indicates a reduced speed limit is unlikely to trigger the desired reduction in vehicle speeds, accepting there will be a law-abiding minority of motorists that will comply. Any reduction to the speed limit, whether by a permanent or experimental order, should be accompanied by supporting engineering measures designed to influence driver behaviour. Any change should not be reliant on regular periods of police enforcement to achieve compliance as such attention cannot be guaranteed, particularly in the current climate of increased demands on police resources.
16. In the absence of supporting engineering measures, the most likely outcome is that a 30-mph limit would be largely ignored. There is also a concern that it could lead to visitors having a false sense of safety, particularly children and vulnerable road users.
17. Officers would therefore prefer to use any design investment to consider potential 'low-cost' road engineering to encourage lower speeds, with the primary aim being to reduce incidences of vehicles travelling in excess of 45 mph.
18. In advance of any further changes to speed limits, officers are keen to see the adoption of a Speed Management Strategy within Central Bedfordshire Council, to form a component of version 4 of the Local Transport Plan. Such a strategy would set out how speed management schemes are selected and funded and ensure a consistent, data-led approach to reviewing speed limits and implementing traffic calming schemes.
19. Key objectives for the strategy would be to close the gap between legal and actual speeds through a systematic review of speed limits, including areas where these are considered to be too low. Also, to eliminate as far as is reasonably practical the need for police and camera enforcement to bring speeds down to a level that is appropriate to the road environment.

Appendices:

- A – Petition
- B – Rural Match Funding completed application form
- C – Collision Model / Data for Haynes Church End
- D – Speed data summary

Appendix A

Petition for a 30mph speed limit in Haynes Church End, MK45 3QP

We, the undersigned, petition Central Bedfordshire Council to reduce the current 40mph speed limit in the village of Haynes Church End to 30mph in accordance with Government policy, as set out in Department of Transport circular 1/2013 *Setting local speed limits*

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf.

We are concerned that the narrow carriageway, blind bends, concealed entrances, reduced sight lines, close proximity of homes to the carriageway and narrow footpaths result in a serious risk of collision and personal injury when vehicles travel through the village at a legal speed of 40mph. We implore the Council to act on the DoT guidance and introduce a more appropriate 30mph speed limit with immediate effect.

Name	Address	Signature
------	---------	-----------

Appendix B: Rural Match Funding Application Form

Council:	Haynes Parish Council
Scheme location:	Church End & Plummers Lane, Haynes
Summary: <i>(sentence summarising the problem)</i>	<ul style="list-style-type: none"> • Excessive vehicle speeds on Plummers Lane & Church End. • Speed Limit Review also required in Church End with a view to implementing a 30mph zone.
Contact:	<p>Gill Wiggs</p> <p>gillwiggs@btinternet.com</p> <p>01234 270016</p>
Supporting statement <i>(max 150 words)</i>	<p>This issue has become increasingly serious in recent years. Many residents have contacted the Parish Council over a number of occasions to seek support to try & slow traffic down in this area. This resulted in a meeting with Paul Salmon on 26/7/17 with Councillors & residents. Paul suggested this application be made, to cover both Plummers Lane & Church End (including a speed limit review in Church End).</p> <p>This route is a rat run to & from the A6, & traffic has increased in recent years. There has also been an increase in vehicles travelling to attend events at Haynes Park.</p> <p>Parts of the highway here have no pavements, increasing the risk. The road is narrow in places, & has a number of bends & blind spots.</p> <p>The speed limit through Church End is 40mph, even though it is a residential hamlet. We would ask that a 30mph zone be considered, with supporting appropriate calming features.</p>
Comments:	<p>In Plummers Lane, residents have resorted to using their parked cars as an informal chicane, & this had helped slow traffic, demonstrating that a chicane may well be a good solution here.</p> <p>This route is regularly used by large agricultural vehicles, & any proposed solutions need to be suitable for these vehicles to use.</p> <p>The Police did a traffic survey in Plummers Lane in July 2017 (attached) which showed 19.77% in excess of 35mph. The biggest problem was travelling towards Church End, with 24.52%. The Police commented that, in their opinion, a scheme similar to the one in Flitton would be effective in slowing down traffic in this area.</p> <p>Residents of Church End witnessed a car lose control & drive into a tree recently.</p> <p>The Police did a traffic survey in Church End in 2016 (attached, which showed 13.71% over 46mph. The biggest problem was towards A600 with 18.67%</p>

	<p>Speed Watch has been carried out several times (see attached). Recent Speed Watch activities have demonstrated that it has been effective at slowing vehicles down. This would seem to indicate that traffic calming features would be equally effective. I attach the following:</p> <ul style="list-style-type: none">• Appendix 1 - Letters from residents• Appendix 2 - Surveys carried out by residents in Plummers Lane & Church End• Appendix 3 - Police Traffic data & Police suggestions.• Appendix 4 – Notes from meeting with Paul Salmon 26/7/17• Appendix 5 – Traffic survey Church End Sep 17• Appendix 6 – Speed Watch data
--	--

Appendix B (cont)

Rural Matched Funding Application
Haynes Parish Council
Appendix 1 – Letters from residents.

Church End, Haynes, Bedford, MK45 3QP.

Tel: 01234

Mr Richard C E James
Chairman of Haynes Parish Council
C/o Mrs Gill Wiggs
Clerk to Haynes Parish Council
10 Parklands
Bedford
MK41 9LZ.

29 June 2017

Dear Mr James

Ref: Speeding in Haynes Church End

As one of the twelve householders in the Church End Conservation Area, we would like to express our gratitude to _____ and _____ for the hours, (early hours!) they devote to monitoring the traffic speed through our part of the village. We understand that their recent recordings of speed, early one weekday morning, confirmed our concerns that a large percentage of drivers were well in excess of the current limit of 40mph.

Living in close proximity to the road, we are constantly concerned that traffic is using this route from 6.30am onwards as a "rat run", either to the A6 or to Flitwick Station etc., via Great Lane. This pattern of traffic is repeated in the opposite direction from 5pm each weekday on their homeward run.

During the weekends, vehicle traffic, including motorbikes, is heavy and is frequently travelling at excessive speeds.

Our remit is a safety concern. Church End Road has numerous twists, turns and inclines. In addition, overgrown hedges partially obscure vision for drivers, including a "blind" junction with Church Lane. Entering Church End Road from the Lane is extremely hazardous. Living in The Old House, opposite this junction, we often witness "near misses", an accident waiting to happen.

Rather than waiting for an accident to occur, we prefer to be proactive. We believe that 40mph is much too high a speed limit for this particular road. At very least it should be reduced to 30mph. This is endorsed by Department for Transport Circular 01/2013 which states in paragraph 131, "Fear of traffic can affect people's quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore Government policy that a 30 mph speed limit should be the norm through villages. "

Traffic Advisory Leaflet 01/04 suggests that reasonable minimum criteria for the purpose of applying a village speed limit of 30 mph would be that there would be 20 or more houses and a minimum length of 600 metres.

Church End more than fulfils these criteria, as there are 21 houses plus two key buildings in St Mary's Church and Haynes Park. The length of "Church End Village ", as defined by the village signs, is 1900 metres.

Furthermore, the erection of a Gateway sign signifying "Haynes Conservation Area", would perhaps have a psychological effect on drivers to slow down. However, the addition of speed bumps at the entrances to both Church End and the Conservation Area, would undoubtedly slow down speeds, making this route a less attractive one to use as a "rat run ".

We would appreciate if the Council members can give our letter serious consideration.

Yours sincerely

Reply
11/8

Church End
Haynes
Bedfordshire
MK45 3QP
25/07/2017

Mr Richard C E James
Chairman of Haynes Parish Council
C/o Mrs Gill Wiggs
Clerk to Haynes Parish Council
10 Parklands
Bedford
MK41 9LZ.

Dear Mr James

RE: Speeding in Haynes Church End

As one of the twelve households in the Church End Conservation Area, we would like to express our gratitude to ~~Mr and Mrs~~ and Mr ~~and Mrs~~ for the hours they devote to monitoring the traffic speed through our part of the village. We understand that their recent recordings of speed, early one weekday morning, confirmed our concerns that a large percentage of drivers were well in excess of the current limit of 40mph.

Living in close proximity to the road, we are constantly concerned that traffic is using this route from 6.30am onwards as a "rat run", either to the A6 or to Flitwick Station via Great Lane. This pattern of traffic is repeated in the opposite direction from 5pm each weekday on their homeward run.

During the weekends, vehicle traffic, including motorbikes, is heavy and is frequently travelling at excessive speeds. It has also become a very popular, scenic cycling route. Parts of the highway have no pavements, making it quite dangerous when residents walk their dogs.

My point is one of safety. Church End Road has numerous twists, turns and inclines. In addition, overgrown hedges partially obscure vision for drivers, including a "blind" junction with Church Lane. We live in that Lane and entering Church End Road from the Lane or vice versa can be extremely hazardous. Drivers who are not used to that twist in the road will be completely unaware of vehicles leaving the church. This really is an accident waiting to happen.

Rather than waiting for this and doing something about it afterwards, we prefer to be proactive. We believe that 40mph is much too high a speed limit for this particular road. At the very least it should be reduced to 30mph. This is endorsed by Department for Transport Circular 01/2013 which states in paragraph 131:

"Fear of traffic can affect people's quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore Government policy that a 30 mph speed limit should be the norm through villages."

Traffic Advisory Leaflet 01/04 also suggests that the reasonable minimum criteria for the purpose of applying a village speed limit of 30 mph would be that there would be 20 or more houses and a minimum length of 600 metres.

Church End more than fulfils these criteria, as there are 21 houses plus two key buildings in St Mary's Church and Haynes Park. The length of "Church End Village", as defined by the village signs, is 1900 metres.

Furthermore, the erection of a Gateway sign signifying "Haynes Conservation Area", would perhaps have a psychological effect on drivers to slow down. However, the addition of speed bumps at the entrances to both Church End and the Conservation Area, would undoubtedly slow down speeds, making this route a less attractive one to use as a "rat run".

We would appreciate if the Council members can give our letter serious consideration.

Yours sincerely

A handwritten signature in black ink, appearing to be a stylized name or set of initials, located below the closing text.

7/6/2017

BT Mail (2) - [REDACTED]

From: [REDACTED]
Sent date: 06/07/2017 - 11:06
To: [REDACTED]
Subject: Re: Speed limit and speeding in Haynes Church End

Hi Simon,

Many thanks for your email which I am replying to in my capacity as Parish Clerk. All Councillors will receive a copy.

These days, the only way the Parish Council can influence Central Beds Council Highways Authority on traffic calming schemes, is to take part in their Rural Matched Funding Scheme. This scheme usually comes out in October/November each year, whereby Parish Councils can apply for capital works to take place on the public highway.

However, the Parish Council must provide evidence that there is a need for the traffic calming work to be done, plus we have to pay 50% of the cost, which will be a considerable sum. At the moment we are trying to build up funds, in case we ever get a Highways Matched Fund Scheme approved. We currently have £5k set aside, so we have a considerable way to go to build up this fund, as such schemes are notoriously expensive. I recall that the last time the speeds were measured by Central Beds Council in this area, they concluded there was not enough evidence of excessive speeds to warrant any action.

Although you refer to your traffic calming ideas as relatively low cost, regrettably this is not the case. To give an example, Blunham has applied to Central Beds Council for traffic calming on a road in that Parish. Central Beds Council assessed the road & recommended 3 speed cushions. These alone will cost £42k, & the Parish has to fund 50% of this cost.

Blunham also had a scheme of chicanes/road narrowing/gateways similar to what you describe. This was funded by a developer under a S106 agreement (developer community contributions). I understand it cost approx £50k.

You may be interested to know that as a resident, you have the right to request a Speed Limit Review, & I would certainly recommend that you do this, via the process below:
<http://www.centralbedfordshire.gov.uk/transport/road-safety/speeding.aspx>

Another option that you may want to consider, is to raise a petition to Central Bedfordshire Council for a speed limit change and/or traffic calming. Haynes residents had success a few years ago with a petition for highway changes at the junction of Northwood End Rd & A600.

I am not sure if you have contacted Central Bedfordshire Councillor Angela Barker. She is our local Councillor for Haynes & I am sure she would be interested to hear about your concerns. She may also be able to have some influence. She can be contacted on angela.barker@centralbedfordshire.gov.uk

I hope this information has been helpful. We have a Parish Council meeting on Monday, & I am sure Councillors will want to discuss these matters, as we have had a number of similar letter & emails recently.

Best wishes

Gill Wiggs
Clerk to Haynes Parish Council

---Original message---

From: [REDACTED]
Date: 05/07/2017 - 22:55 (GMTDT)
To: [REDACTED]
Subject: Speed limit and speeding in Haynes Church End

Richard James
Chairman
Haynes Parish Council
49 Foresters Close
Haynes

Dear Richard,

7/6/2017

BT Mail (2) - [REDACTED]

I am writing to you to express my continuing concern about the speed of vehicles passing through Church End and to ask that the speed limit is reduced from 40 to 30 miles per hour, along with simple traffic calming measures.

This matter has been raised previously and I am aware from my involvement with the initial Speed Watch group in 2011 that vehicles routinely pass through the village at speeds above 40mph. The police enforcement policy appears to allow 10% over the limit plus a few further mph so that motorists can travel at around 46-47mph with impunity.

My concern is that 40mph is really an inappropriate speed limit given the narrowness of the highway, close proximity of houses to the roadside and concealed driveways. My own front door threshold is less than 2 metres from the kerb and on many occasions I have stepped outside and almost been knocked off balance by a vehicle that happened to passing at speed at that moment. It must only be a matter of time before there is a serious incident involving either a pedestrian or a vehicle as it leaves a concealed entrance.

The matter is made worse by the comparatively straight road, downward incline and poor sight line to the terraced houses on the left hand side when entering the village from the east. This tends to increase entry speed to the most populated part of the village to at least the maximum limit, and frequently beyond.

The Department of Transport published guidance for local councils in 2013 – Circular 01-2013: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf. Section 7.3 in relation to village speed limits states:

133. Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30 mph, would be that there were:

- 20 or more houses (on one or both sides of the road); and
- a minimum length of 600 metres.

134. If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.

There are more than 20 houses throughout the 600m stretch of Church End, and there is St Mary's Church and the Science of the Soul spiritual centre, and the village therefore meets these criteria. In addition to lowering of the speed limit, simple low-cost traffic calming measures would greatly assist. These could include dragon's teeth, verge 'gates' with village entry sign and most effective of all, carefully designed narrow chicanes and priority arrows on the village entry side of the carriageway which still allow free movement of wide farm traffic.

I ask therefore that this matter receives your earliest attention.

Regards,

Church End
Haynes
Bedfordshire
MK45 3OP



Virus-free. www.avast.com



Church End
Haynes
Bedford
MK45 3QP
10.7.17

Mr Richard James
Chairman of Haynes Parish Council

Dear Mr James,

We are writing to request the Council consider reducing the speed limit through Church End at the very least.

The current situation of cars speeding through the hamlet is unsafe for all residents and church users, especially when accessing their homes or the church. The current limit of 40 miles per hour would not be acceptable in other residential areas, and I notice in West End, Haynes, the speed limit is 30 miles per hour, and I fail to understand how that should not be applied to Church End.

Currently when working outside the front of our house we place one of our cars there to slow traffic as it passes us, otherwise you feel very vulnerable as most of the traffic passes us going above 40 miles per hour during the day.

Ideally I would want a traffic restriction at either end to force a slowdown, however I appreciate cost issues may make that unlikely at present. However if building continues within and around the village of Haynes, and the surrounding area then the increased traffic flows as people access the A6 would leave the residents here in a very vulnerable situation.

Whilst I appreciate that the majority of road users are local and know the road, there are instances when you meet oncoming traffic in the middle of the road and have to take evasive action. At least a lower speed limit would allow a few more milliseconds.

Yours sincerely,



From: [REDACTED]
Date: Friday, July 14, 2017 2:26 PM
To: "Cllr Angela Barker" <Angela.Barker@centralbeds.gov.uk>
Subject: Traffic through Church End road

Dear Angela,

Regarding the above I feel I have to contact you direct about the increasing speeds of vehicles through Church End Road.

As you know this road is a winding switchback with blind bends and hidden entrances. The actual road is almost a challenge to fast drivers.

There have been over the years a number of accidents but I think without some traffic calming a fatality will occur.

Examples over the last few weeks.

1. [REDACTED] was pruning roses standing on the pavement at the house front. A Mercedes sports car coming round the bend from the village very fast created a vacuum behind it nearly sucking her into the road.
2. A PO van was parked in the front of the house. A villager was driving from the A6, reaching the Great Lane entrance he realised he could not see round the PO van and round the bend clearly so slowed his car to a crawl. He still had to brake sharply as a white van careered (His words) round the PO van and the bend just missing his front wing.

The obvious one is that the speed limit should come down 40 to 30 MPH. This would bring it in line with the rest of the village.

These are some of my own thoughts:

1. Speed Bumps and Chicanes- These could cause more problems because of speeds and road bends.
2. Solar powered speed limits on dangerous parts of road.
3. New signs "Dangerous Bends" "Hidden Bends" St Mary's entrance the worst example.

Hope you can give this some thought, I know other people are concerned.

Have not seen you for a while, hope you and yours are well,

Regards

I am using the Free version of SPAMfighter.
SPAMfighter has removed 198 of my spam emails to date.

Do you have a slow PC? Try a free scan!

7/14/2017

Church End
Haynes
Beds.
MK45 3QP

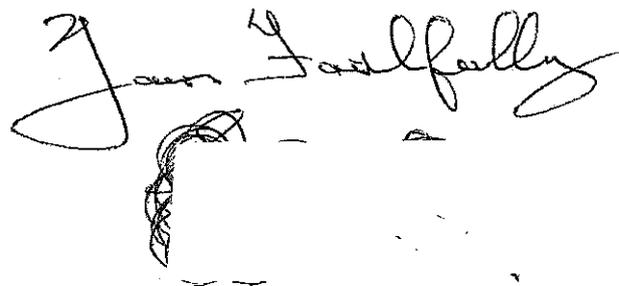
Tel: 01234
E-mail:

14 JULY 2017

DEAR GILL

I am sending you a copy of my EMAIL TO
Angela Barber, referring to Speed on Church End
ROAD, HAYNES.

I think that I am not the only one
saying about this problem. Could you
Notify the Parish Council of my feelings
on this matter.

Yours faithfully


Church End
Haynes MK45 3QP

Mr. Richard C. E. James
Chairman
Haynes Parish Council
C/O Gill Wiggs
Clerk of Haynes Parish
10 Parklands
Bedford MK41 9LZ

9th July 2017

Dear Mr. James,

We are writing to you to seek your help in getting the speed limit in Church End and Old Main road reduced. As residents of Church End we are staggered that the current speed limit is 40mph. We have seen the volume of traffic in Old Main road and through Church End increase substantially in the last two years. In addition the number of visitors to the Science of the Soul at Haynes Park has also significantly increased with events seemingly taking place every weekend.

Old main road is used as a cut through to the A6 from the A600 and as more and more new homes are being built in Shefford traffic volumes will only increase. We believe that 40mph is wholly inappropriate for such a narrow and winding road. We see on daily basis a very large number of motorists driving at speeds much higher than the current limit for the road. We have seen cars actually overtaking just outside my house in Church End

We have noticed significant police action taking place in Maulden on various days and new signage to enforce a 30mph speed limit. The speed limit in Flitton and Haynes West End is also 30mph with the additional resource of calming measures. Indeed the speed limit in Plummers Lane is 30mph yet 40mph in Church End – where the roads are just as narrow and the volume of traffic more significant.

We understand a recent traffic survey in Church End and the data collected provides evidence that supports our views. We feel strongly that the current posted limit is too high and should be reduced and as the current limit is being ignored by a large number of motorists, we believe that some form of traffic calming needs to be introduced.

We would be grateful for any assistance you and the Parish Council could provide and would be happy to support any initiative that would help achieve this.

Yours sincerely,

Mr R C E James
Chairman
Haynes Parish Council
C/O Gill Wiggs
Clerk of Haynes Parish
10 Parklands
Bedfordshire MK41 9LZ

*Received
11/7*

Church End
Haynes
MK45 3QP

9 July 2017

Re- Speed limit through Church End and Old Main Road

Dear Mr James,

We would be very grateful if you could help to get a reduction in the speed limit currently 40 MPH to a much safer speed of 30 MPH. We moved to Church End in October 2013 and have noticed a large increase in the volume of traffic that now use the road.

This is not just local use, the road is also used for a short cut between the A6 and the A600 and the speed of the vehicles travelling through Church End can be quite disturbing.

Our cottage that is in a row of 4 measures 2.1 metres from the kerb side and a slight distraction by a driver would cause a major problems.

The road is used by an exceptionally large amount of cyclists and I fear one day there will be a nasty accident. 30 MPH would give drivers a bit more time to correct a driving error. I have noticed recently Flitton, Maulden, and Haynes West End have had traffic calming measures put in place, Haynes village has a 30 MPH limit, Cotton End has a 30 MPH limit along with Wilstead. Please can we reduce the speed limit not the resident of Church End?

We would appreciate any help and assistance the parish council and your good self could provide in this matter.

Yours sincerely

11/15

Church End,
Haynes,
Bedford,
Bedfordshire
MK45
Tel: 
E-mails:

10th July 2017

Mr Richard C E James
Chairman of Haynes Parish Council C/o Mrs Gill Wiggs
Clerk to Haynes Parish Council
10 Parklands
Bedford
MK41 9LZ.

Ref: Speeding in Haynes Church End

Dear Mr James

We are writing to express our concerns over the high speeds of vehicles on Church End Road from the A6 through to Plummers Lane – quite often speeds are well in excess of the 40 mph limit as the road has become a “rat run for” drivers between A6 and A600.

From a safety perspective this is particularly worrying as the road “narrows” in places due to close proximity of hedges to road and there are numerous turns and some blind bends along the road – which when you consider a lot of the vehicles are larger vans and lorries is dangerous as they tend to cross the central line due to size of vehicle and also the speeds that they are travelling at.

Our own house is one of a small group half way between householders in the conservation area and Plummers Lane and the entrance to our property (when travelling towards Plummers Lane) is on left handside immediately after a sharp blind bend ; and exiting our property requires us to accelerate out quickly in case some one comes around the bend at speed – on numerous occasions when turning left we have pulled out when road is “clear” only to look in rear view mirror to find a vehicle immediately behind us rapidly trying to slow down.

In our year and half at the property we have seen numerous near misses on bends (some with our own cars) and recently a van drove into our neighbours fence on opposite side of road hitting a large tree as driver took bend too fast and lost control – resulting in them swerving across road and hitting tree.

The tree then fell down a few weeks later – fortunately into the neighbours garden rather than into road – it is not possible to ascertain whether the impact of van precipitated the demise of this very old mature tree or not. However, I have heard from neighbours that there have been several instances of cars losing control on bend due to high speeds and ending up driving into in the fence opposite us.

A reduction in speed limit to 30 mph although welcome will be of little use on its own as the current speed limit of 40 mph is being completely disregarded.

I believe that speed control measures need to be introduced before a serious accident occurs and someone is injured or killed.

Measures to be considered :-

1. Average speed cameras – which are present in Cotton End and are clearly working as everyone complies for fear of receiving a penalty notice.
2. Road bumps – could help but again once vehicle has passed bumps nothing to stop vehicles from speeding up again.
3. Could have road narrowing at entrance/exits to main village residential areas as they have done in Houghton Conquest ; which again forces vehicles to slow down.

We share the concerns of our neighbours and strongly feel that some pro-active action needs to be taken sooner rather than later, and believe that the most effective measure will be average speed cameras – as when there is a financial impact drivers tend to be more observant of speed restrictions in place.

Many thanks in advance for taking the time to take or comments on board.

Yours faithfully

*Haynes Church End
Bedford MK45 3RJ*

*Tel:
Mob:
E-mail:*

Ms Gill Wiggs
Clerk to Haynes Parish Council
10 Parklands
Bedford MK41 9LZ

01.07.2017

Dear Ms Wiggs

As a resident of Haynes Church End since 1962, I wish to add my support to calls for measures aimed at reducing the speed of motor vehicles through this part of our village.

My house, Silver Birches, lies on the bends and adversely cambered road which has seen a number of accidents in the past and through which many vehicles are driven at speeds that are, in my opinion, dangerously fast and well in excess of the 40mph speed limit.

Only a few weeks ago the driver of a car being driven from the direction of the A6 clearly lost control on the most dangerous of the bends, mounted the verge and demolished a length of wooden fencing and damaged a tree which subsequently collapsed.

Needless to say, the car was removed quickly and the driver failed to report the incident.

Motorcycles are a particular problem, and I have seen many of them actually accelerating through the bends, presumably to add a greater thrill to their ride.

A public bridleway is soon to be established near the entrance to my drive, and any horse and rider approaching from Church End hamlet and wishing to turn right across the road and onto the bridleway only a matter of feet from the blind left hand bend will, I am convinced, face a highly hazardous situation because of the high speed at which many vehicles leave the bend from the direction of Plummers Lane.

Forward vision is limited to only a few yards and I personally have experienced several near misses while turning right into my own drive.

In a similar situation a horse and rider would have stood absolutely no chance of escape.

Yours sincerely



7/4/2017

BT Mail (4) - [REDACTED]

From: [REDACTED]
Sent date: 04/07/2017 - 16:24
To:
Subject: letter
Attachments: filename-1.pdf 1.1 MB

Hi all,

Please see attached letter & my reply below.

Robin, please note comment about overhanging hedges.

Best wishes
Gill

Dear Robert & Sally,

Thank you for your letter, I am replying to in my capacity as Clerk to the Parish Council. All Councillors will receive a copy.

Thank you for sharing your concerns with the Parish Council. We have received a number of similar letters & emails recently. The public highway is owned and managed by Central Bedfordshire Council, and we do not have any authority or powers in these matters. However, we do our best to try and influence Central Beds Council where we can, so we very much appreciate hearing about residents concerns.

Overhanging hedges along the highway are usually the responsibility of the neighbouring land owner to ensure they are not overhanging the highway. Central Beds Council Highways are happy to receive reports on such matters via their on line reporting system. A photograph is always helpful. They will contact the land owner to remind them of their responsibilities. If the land owner fails to cut the hedge back, then Central Beds Council has the authority to cut it back & charge the landowner. However, it should be noted that there is legislation in place to stop land owners cutting back hedges between March & August to protect nesting birds. There may be some exceptions to this in extreme cases.

Here is a link to the on line reporting site, where you should report the location of the overhanging hedge:
<http://www.centralbedfordshire.gov.uk/transport/report/highways-fault.aspx>

Weight Restriction zones (WRZ) are managed jointly by Central Beds Council Trading Standards Officers & the Police. There are number of circumstances where vehicles over 7.5t are permitted in a WRZ. Access to a site within the zone is one of the obvious reasons, but not many people realise that construction traffic is also permitted, plus agricultural vehicles. The link below gives full details. If you believe any vehicles are not compliant, then this can be reported to Trading Standards. They will usually ask you to give details about the vehicle such as date, time, and any identifying markings (ideally registration plate).
<http://www.centralbedfordshire.gov.uk/transport/strategy/weight-limits.aspx>

Speeding - These days, the only way the Parish Council can influence Central Beds Council Highways Authority on traffic calming schemes, is to take part in their Rural Matched Funding Scheme. This scheme usually comes out in October/November each year, whereby Parish Councils can apply for capital works to take place on the public highway.

However, the Parish Council must provide evidence that there is a need for the traffic calming work to be done, plus we have to pay 50% of the cost, which will be a considerable sum. At the moment we are trying to build up funds, in case we ever get a Highways Matched Fund Scheme approved. We currently have £5k set aside, so we have a considerable way to go to build up this fund, as such schemes are notoriously expensive. I recall that the last time the speeds were measured by Central Beds Council in this area, they concluded there was not enough evidence of excessive speeds to warrant any action.

As a resident, you have the right to request a Speed Limit Review, & I would certainly recommend that you do this, via the process below:

<http://www.centralbedfordshire.gov.uk/transport/road-safety/speeding.aspx>

7/4/2017 .

BT Mail (4) - [REDACTED]

Another option that you may want to consider, is to raise a petition to Central Bedfordshire Council for a speed limit change and/or traffic calming. Haynes residents had success a few years ago with a petition for highway changes at the junction of Northwood End Rd & A600.

I am not sure if you have contacted Central Bedfordshire Councillor Angela Barker. She is our local Councillor for Haynes & I am sure she would be interested to hear about your concerns. She may also be able to have some influence. She can be contacted on angela.barker@centralbedfordshire.gov.uk

I hope this information has been helpful. We have a Parish Council meeting on Monday, & I am sure Councillors will want to discuss these matters.

Best wishes

Gill Wiggs
Clerk to Haynes Parish Council
Gill Wiggs

-----Original message-----

From : [REDACTED]
Date : 04/07/2017 - 15:39 (GMTDT)
To : [REDACTED]
Subject : Scanned document from HP ePrint user

This email and attachment are sent on behalf of [REDACTED]

If you do not want to receive this email in future, you may contact [REDACTED] directly or you may consult your email application for spam or junk email filtering options.

Regards,
HP Team

@btinternet.com

Mr Richard C E James
Chairman of Haynes Parish Council
c/o Mrs Gill Wiggs
Clerk to Haynes Parish Council
10 Parklands
Bedford
MK41 9LZ

Haynes Church End
Bedford
MK45 3QP

July 2nd 2017

Dear Mr James,

We have lived in Church End for 40 years. We have seen the early days of the London Brick traffic, the introduction of the 7.5 tonne regulation and latterly the 40mph restriction.

Our issues with 'traffic' in Church End are fourfold, the increase in traffic due to the 'Science of the Soul'. The encroachment of hedges in certain places, the failure to adhere to the 7.5 tonne limit and the speed at which vehicles travel. All are linked and all play a role in making Church End Road dangerous.

Originally Haynes Park, 'The Science of the Soul', had only one or two large functions now they regularly have several hundred cars at weekends as well as the one or two 30,000 plus days,

- ① Hedges on various sections of Church End Road and onwards towards Apley Corner are now causing cars, vans and lorries to pull out into the middle of the road thus causing a danger to other road users.
- ② Heavy lorries regularly use Church End Road as a rat run they are not using the road to gain local access,
- ③ Finally speeding. It is increasingly noticeable that vehicles pay little heed to the 40mph restriction. Certain times of the day are worse but it happens with regularity. Walking along the pavement and

To the Chairman of Haynes Parish Council

4th September 2017

Dear Richard

Following your email request of 14th August asking me and previously Robert to find out the recommendations of residents in Plummers Lane for traffic calming measures you know that Robert and I put together a questionnaire which we submitted to you for approval before distribution.

Firstly, it became obvious when talking to residents, that a very large majority are extremely concerned about the high risk of serious injury to pedestrians, cyclists and dog walkers and indeed to the occupants of other vehicles resulting from excessive speeding up and down the lane; a narrow lane, with a dangerous bend at the bottom and a ridge at the top, which has no footpath or street lighting for most of its length.

We now have the results of the questionnaire to which 88% of residents in Plummers Lane responded. You will remember that the questionnaire laid out six suggestions for traffic calming with the option for other alternatives. The results are shown below:

1. Single Speed Camera	31%
2. Average Speed Cameras	27%
3. Speed Cushions	21%
4. Round Top Humps	13%
5. Chicanes, Local Road Narrowing & Others Measures	8%

It is clear that at 58% some form of speed camera deterrent is the most favoured solution. Although over 34% of responses were for humps or speed cushions there was a small minority who did not want this form of physical deterrent notwithstanding perceived objections from the farming community and possibly the emergency services. Speed cameras have the advantage of allowing the free flow of traffic while actually recording the speed of vehicles and allowing the police to prosecute offenders.

In the light of the recent police speed survey, speed watch evidence and this submission we would respectfully ask the Parish Council to take whatever steps are necessary with CBC and/or the police to introduce traffic calming measures in Plummers Lane.

We include the results of the survey in table format for information.

Kind regards



CC Gill Wiggs

Rural Matched Funding Application
Haynes Parish Council
Appendix 2 – Residents Surveys

Plummers Lane Traffic Calming Preferences Survey: August 2017

Names	Plummers Lane House Number	Round Top Humps	Speed Cushions	Chicanes	Local Road narrowing	Single Speed Camera	Average Speed Cameras	Other eg. VAS
	1							
	1A	6	4			2	3	
	1B							
	3	3			2	1		
	4	2	1			6	2	
	5		1			3	2	
	6					4	6	
	7				1	2	3	
	9	3	2			1		
	11							
	12	2		No response				
	13		5		1	3		
	14			3	1	3		
	14A					4	6	2
	15		2			4	6	
	16		4	1		4	3	
	16		4			6	2	
	18			No response				
	20		2			6	4	
	22		1			3	2	
	24	2	3	1				
	26	1	2					
Total Points		19	31	5	5	52	45	2
Percentage		12	19	3	3	33	28	1

NOTES

- Points are awarded on the basis of 3 points for first choice, 2 points for second choice, one point for third choice.
- Where there are two people per household each person has contributed
- 29 residents responded out of a possible 33 making an 88% response rate
- The 'Other' preferences were for a VAS speed recorder.
- The residents of no 1 and 1B clearly stated that they did not want round top humps or speed cushions

HAYNES CHURCH END TRAFFIC CALMING PREFERENCES

Resident	Reduce Speed Limit to 30 mph	Gateways Conservation Area	Gateways Church End	Actual Speed Indicator Lights	No Speed Bumps	Speed Bumps	Removal of Centre Line & Enhance Edge lines	Average Speed Cameras	Extension of Speed Limit to A6/ Plummers Lane	Road Painting Slow & 30 mph	Chicanes at Strategic Places	Pinch Points at Strategic Places	Rumble Strips	No Rumble Strips
1	*	*	*	*	*	*		*		*				
2	*	*	*	*										
3	*	*	*						*					
4	*	*	*				*							
5	*													
6	*													
7	*	*	*	*		*								
8	*	*				*								
9	*					*								
10	*	*			*		*							*
11	*		*	*	*							*		
12	*			*	*									
13	*			*	*						*			
14	*				*			*	*				*	
Responses														
Church End Overall	100%	50%	36%	35%	29%	21%	14%	14%	14%	7%	7%	7%	7%	7%
Responses														
Conservation Area Only	100%	64%	45%	45%	36%	27%	18%	9%	9%	9%	9%	9%	9%	9%

Twenty three households within Haynes Church End (including Haynes Park) were invited to express their views on Traffic Calming measures. The overall response was 61% and from households within the Conservation Area 85%. Obviously the Conservation Area is most affected as there are nine properties adjacent to the road, including the terrace of four houses, which lie within 1 metre of the road side. These residents are most concerned by speeding and resultant noise, particularly in the early hours of the morning starting at 6.00 am. Residents are also in fear of their own safety while exiting and performing maintenance activities on their own property.

As a first step, it is paramount that the speed limit be reduced to 30 mph and some form of official monitoring introduced after the introduction of this limit. Gateways, with speed restriction signs, at the entrances to Church End and the Conservation Area appears to be a popular idea and would probably jog the mind about speed when approaching them. The use of an Actual Speed Electronic display has been demonstrated in Maulden to be another effective memory jogger. Some of the other suggestions may be implemented by the CBC Highways Department when resurfacing of Church End Road takes place.

Rural Matched Funding Application
Haynes Parish Council
Appendix 3 - Police Traffic data & Police suggestions

Speed Data Summary

Over ACPO Speed Enforcement Threshold

16th June to 22nd June 2016.

HAYNES

<u>Data.</u>	Thurs 16th	Fri 17th	Sat 18th	Sun 19th	Mon 20th	Tues 21st	Wed 22nd	Weekly Total
Church End Road Towards A6								
No: 46 mph & above per day -	65	49	28	23	26	46	38	275
Total daily volume -	513	453	505	391	464	536	455	3317
Daily % 46 mph & above	12.67	10.82	5.54	5.88	5.60	8.58	8.35	6.29
Am Peak Volume	06:30 18	06:30 11	09:45 4	06:15 4	06:15 11	05:45 9	06:15 11	
Pm Peak Volume	16:00 8	15:15 6	13:15 7	12:15 4	18:30 4	15:30 8	15:30 6	

HAYNES

<u>Data.</u>	Thurs 16th	Fri 17th	Sat 18th	Sun 19th	Mon 20th	Tues 21st	Wed 22nd	Weekly Total
Church End Road Towards A600								
No: 46 mph & above per day -	119	111	67	57	91	124	107	676
Total daily volume -	564	502	541	437	496	577	503	3620
Daily % 46 mph & above	21.10	22.11	12.38	13.04	18.35	21.49	21.27	18.67
Am Peak Volume	07:15 15	06:45 16	10:00 13	10:30 8	06:45 14	07:15 14	06:45 13	
Pm Peak Volume	16:15 27	16:00 16	16:15 9	12:45 8	16:30 20	17:00 20	16:00 19	

HAYNES

<u>Data.</u>	Thurs 16th	Fri 17th	Sat 18th	Sun 19th	Mon 20th	Tues 21st	Wed 22nd	Weekly Total
Church End Road Both Directions								
No: 46 mph & above per day -	184	160	95	80	117	170	145	951
Total daily volume -	1077	955	1046	828	960	1113	968	6937
Daily % 46 mph & above	17.08	16.75	9.08	9.66	12.19	15.27	15.14	13.71

Survey Site No 01624

Enforcement should be prioritised at the peak times shown above

Speed Data Summary

Over ACPO Speed Enforcement Threshold

11th-16th July 2017

Haynes

Data.

Plummers Lane

Towards Church End Road

No: 35 mph & above per day -
Total daily volume -
Daily % 35 mph & above

Tues 11th	Weds 12th	Thurs 13th	Fri 14th	Sat 15th	Sun 16th	Mon 17th	Weekly Total
50	30	55	60	22	26		243
161	136	214	224	136	120		991
31.06	22.06	25.70	26.79	16.18	21.67	#DIV/0!	24.62

Am Peak Volume

07:15	07:30	06:15	07:00	11:00	08:45	
11	7	13	12	4	7	

Pm Peak Volume

15:45	15:45	16:15	15:00	12:15	15:00	
5	4	6	8	3	3	

11th-16th July 2017

Haynes

Data.

Plummers Lane

Towards Northwood End Road

No: 35 mph & above per day -
Total daily volume -
Daily % 35 mph & above

Tues 11th	Weds 12th	Thurs 13th	Fri 14th	Sat 15th	Sun 16th	Mon 17th	Weekly Total
45	56	52	59	54	39		305
288	303	330	365	265	230		1781
15.63	18.48	15.76	16.16	20.38	16.96	#DIV/0!	17.13

Am Peak Volume

09:00	06:15	10:00	08:00	10:30	09:00	
4	5	4	5	8	6	

Pm Peak Volume

16:30	16:30	16:15	17:45	16:15	17:45	
7	15	10	9	11	6	

11th-16th July 2017

Haynes

Data.

Plummers Lane

Both Directions

No: 35 mph & above per day -
Total daily volume -
Daily % 35 mph & above

Tues 11th	Weds 12th	Thurs 13th	Fri 14th	Sat 15th	Sun 16th	Mon 17th	Weekly Total
95	86	107	119	76	65	0	548
449	439	544	589	401	350	0	2772
21.16	19.59	19.67	20.20	18.95	18.57	#DIV/0!	19.77

Survey Site No 001722

Enforcement should be prioritised at the peak times shown above

Produced by Bedfordshire Police Traffic Management. Additional enforcement may be completed at other times.

Rural Matched Funding Application
Haynes Parish Council
Appendix 4 – Notes from meeting with Paul Salmon 26/7/17

Meeting @ CBC, Chicksands regarding Speed Complaints in Haynes.

Present: Ward Councillor Angela Barker, Parish Councillor's Richard James, and Steve Collin, Resident [REDACTED] and Highways Paul Salmon.

Meeting started at 1pm and concluded at 2pm on the 26th of July 2017.

Agenda:

1. Rural Match Funding (RMF).
2. Speed Limit Review.
3. Vehicle Activated Signs (VAS).
4. Enforcement.
5. Response to Residents, and way forward.

Rural Match Funding

The process is for a parish council to submit a RMF 'application' to Highways, which should be evidence-based. Evidence could include: letters from residents, a full survey from villagers (or those most affected), speed survey data, Speed Watch data, and enforcement data from the police. Within the 'application' the parish council must identify what measures they would wish to have in place i.e. speed cushions, road alterations et cetera. Once the 'application' is submitted, Highways uses a 'scoring matrix' in order to either accept or reject the 'application'.

If the application is accepted then a 'survey' is commissioned at a cost of £2.5k. NB: The parish council would be able to fully redeem this cost if the work from the 'survey' was undertaken. For us, the 'survey' would include Plummers Lane and Church End for the cost of £2.5k.

Highways actually contract the design to Ringway Jacobs, who also complete the 'construction'.

The outcome of the 'survey' will produce realistic, affordable, legal and desirable options. Whilst the parish council as a customer is able to submit its wishes, Highways are the guardians who will have the final say on what will be permissible for 'construction'. Both the parish council and Highways have a vested interest in the project, as each will provide 50% of the cost. There would appear to be no time limit between 'survey' and 'construction' so monies could be accrued over several years. That said, costs and the environment might well change.

Cost options were briefly discussed in the form of loans, grants, developers, personal donations as well as increasing the precept.

Speed Limit Review

The parish council and/or any resident can apply for a speed limit review. Highways would consider this submission, and would either accept or reject this based on legal guidelines. There is no cost for an application to Highways. That said, a speed limit review could be included in any RMF application.

Vehicle Activated Signs

As an alternative to RMF, the parish council could consider the purchase of VAS. These take many forms: temporary moveable signs, and fixed signs both with many display options e.g. speed displays, smiley faces, as well as word options. Highways would not manage VAS and would only need to be consulted as to where they would be placed on the highway. Some VAS can record traffic data, which would assist with targeting Speed Watch and enforcement. Costs can be researched via the Internet. The approved companies, which supply and install VAS are Truvelo and Westcotec.

Enforcement

The only enforcement agency is the police. Highways do not have any authority in regards to enforcing the speed limit.

Response to Residents and way forward

It was agreed by those present, that a response needs to be made to those residents who have complained about speeding in Plummers Lane and Church End once the parish council have considered the detail of this meeting. Also, it was considered a group of residents or the parish council ought to form a working party to deal with a RMF application if this was considered the most appropriate option.

Steve Collin, Parish Councillor for Haynes, dated the 26th of July 2017.

Rural Matched Funding Application
Haynes Parish Council
Appendix 5 – Traffic survey Church End Sep 17



Report ID	Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85thile Speed	(24 Hour) 5: (12 Hour) 7: (24 Hour) 7: Day Ave. Day Ave. Day Ave.	%age HGVs		
Site	Church End Road (outside no 96), Haynes Church End	Eastbound	Thu 14 Sep 2017	Wed 20 Sep 2017	40mph	3399	36.4	43.2	502	416	486	0.44%
Site	Church End Road (outside no 96), Haynes Church End	Westbound	Thu 14 Sep 2017	Wed 20 Sep 2017	40mph	3325	37.2	44.3	482	415	475	0.33%

Schedule
Thu 14 Sep 2017
Fri 15 Sep 2017
Sat 16 Sep 2017
Sun 17 Sep 2017
Mon 18 Sep 2017
Tue 19 Sep 2017
Wed 20 Sep 2017

Road Runner TCA Limited

Rural Matched Funding Application
Haynes Parish Council
Appendix 6 – Speed Watch data

Speed Watch data July 2017

14/7/17 – Church End (one direction) 7am – 9.15am – 5/86 > 47mph. Max – 52mph
14/6/17 – Plummers Lane (both directions) 7am – 9.15am – 15/132 > 37mph. Max - 47mph
9/6/17 – Church End (both directions) 7am – 9.15am – 8/191 > 47mph. Max 55mph

HAYNES SPEED WATCH

LOCATION: PLUMMERS LANE

MONDAY 18TH OCTOBER 2017 07:30~09:00 hrs

VEHICLE/REG	TYPE	SPEED	TIME
	BLUE FORD ESTATE	38mph	08:30
	BLACK AUDI	38mph	08:15
	BLACK FORD FOCUS	37mph	08:24
?)	BLUE FORD	36mph	08:32
	FORD	51mph	08:32
	WHITE	39mph	08:48

- 46 Vehicles in total. Of these, 6 Over 35mph (recorded above) and 7 over 30mph i.e. (31-34mph).
- Speed sign clearly slowing vehicles down.
- Too dark at 0700hrs to set up at this location.

LOCATION: PLUMMERS LANE

WEDNESDAY 25TH OCTOBER 2017 07:30~09:00hrs.

- 43 vehicles in total. No Vehicles to report. 4 vehicles over 30mph

LOCATION: PLUMMERS LANE

MONDAY 30TH OCTOBER 2017 ~17:00~18:30hrs.

- 44 Vehicles in total. Of these, 3 Over 35mph and 8 over 30mph.
- The vehicle registrations could not be recorded however, the speeds,were: 46mph, 37mph and 36mph.
- One driver, returned to apologise for his speed. This is mentioned as he was not from Haynes, so the Parish Council's efforts to deal with speeding may be getting to other villages too.

LOCATION: FORESTERS CLOSE

MONDAY 30TH OCTOBER 2017 08:10~09:00 hrs.

- 12 Vehicles in total. No vehicles to report.
- The school was open but term commenced on Tuesday 31st October, so no pupils in attendance.
- Unfortunately, was not aware of this but session continued as it may be useful as a comparison.

LOCATION: FORESTERS CLOSE

TUESDAY 31st October 2017. 08:30~09:30 hrs.

- 49 Vehicles in total. No vehicles to report.
- Of these, 3 at 22mph and 1 at 23mph.
- It is believed that these would have been travelling at a higher speed had it not been for the speed sign displaying speed.
- The vehicle travelling at 23mph was identified by parents as being a 'regular speeder'. It was a mat black BMW displaying the registration as OX 530 XO. On this occasion however, it was below the 24mph NPCC/ACPO Guidelines (10% +2mph of the posted speed, see table P4).

LOCATION: FORESTERS CLOSE

WEDNESDAY 1st November 2017. 08:20~09:30 hrs.

- 51 Vehicles in total. No vehicles to report.
- However, it is believed that some vehicles (at least 4) would have been travelling at a higher speed than the recorded 21mph had it not been for the speed sign displaying the speed.

LOCATION: SILVER END ROAD

WEDNESDAY 1st November 2017. 14:45hrs~15:35 hrs.

Traffic travelling from A600 into Silver End.

- 77 Vehicles in total. No vehicles to report. Of these, 7 vehicles over 30mph.
- Many vehicles travelling between 20 and 26 mph. This is believed to be due to the presence of Speed Watch.
- Vehicles slowing down to below 25mph perhaps reflects an uncertainty of the actual speed limit at this location.

LOCATION: SILVER END ROAD

WEDNESDAY 1st November 2017. 15:35hrs~16:50hrs.

Traffic travelling from direction of Plumbers Lane.

- 58 Vehicles in total. One vehicle over 30mph.
- Comments from residents that Speed Watch clearly affecting speed (lower speed as a result).
- Complaints of vehicles travelling at excess speeds, nearer to the A600 junction.
- Consider requesting a Speed Watch risk assessment at another location in Silver End Road nearer to the junction with the A600, perhaps vicinity of 98A-104 (current location is outside No. 76).

LOCATION: CHURCH END

TUESDAY 31st October 2017. 16:50hrs~1820hrs.

- 75 Vehicles in total. No vehicles to report.
- Dark evening, speed sign clearly visible. Many vehicles between 30mph and 35mph, 8 vehicles over 40mph. Of these, 2 at 44mph, 1 at 45mph and 5 between 41 and 43mph.

LOCATION: CHURCH END

MONDAY 6th November 2017. 07:40hrs~09:10hrs.

VEHICLE/REG	TYPE	SPEED	TIME
	VW PASSAT ESTATE	55mph	07:44
	RENAULT, SILVER	47mph	08:05
	AUDI, BLUE	46mph	08:13
	AUDI, SILVER	47mph	08:17
	FIESTA (?) SMALL	49mph	08:31
	SILVER HATCH		
	FORD	48mph	08:15

- 83 Vehicles in total. Of these 6 vehicles over 46mph (recorded above) and 26 vehicles 41mph-45mph.

GENERAL

The criteria for recording speeds has been the NPCC Guidelines of 10%+2% of the displayed speed, as given in the table below.

The group were slightly limited due to the old shared machine being used requiring repair. One session was carried out with another machine from Clifton. The repair was arranged and the machine is available for use, but there are issues with this machine.

A discussion took place at the last Parish Council meeting regarding the possible purchase of a machine for the village. Consideration should be given to purchasing a machine for Haynes. The response from residents has been positive and supportive, it is a purchase that would benefit the whole village.

A risk assessment should be requested for a further site in Silver End Road, nearer to the A600 junction.

NPCC guidelines for speed limit enforcement

The National Police Chiefs Council (formerly ACPO) publish guidelines though police officers can always use discretion.

Limit	Fixed penalty when course not appropriate:	Speed awareness course from:	Speed awareness course to:	Summons in all other cases above:
20mph	24mph	24mph	31mph	35mph
30mph	35mph	35mph	42mph	50mph
40mph	46mph	46mph	53mph	66mph
50mph	57mph	57mph	64mph	76mph
60mph	68mph	68mph	75mph	86mph
70mph	79mph	79mph	86mph	96mph

Source: www.theaa.com

Respectfully submitted for the Parish Council

12/5/2017

BT Mail (2) - [REDACTED]

From: [REDACTED]
Sent date: 19/11/2017 - 20:44
To: [REDACTED]
Cc: all
Subject: Haynes Speed Watch Sunday 19th November 2017.

Dear Gill,

A bright and crispy morning for Speed Watch today. The results results were as follows:

Church End 10:45 -1130hrs.

Traffic Into village (i.e. from the general direction of A6).

28 Vehicles. No vehicles to report. Speed within the posted 40mph.
Lowest recorded speed 21mph and highest recorded speed 35mph.

The actual speed of a number of vehicles (23 vehicles) was recorded to illustrate vehicle speeds in this direction, at this location. The speeds were as follows:-
23,21,27,26,28,27,28,27,26,23,28,35, 34,27,22,24,34,33,30,24,23,35,29 mph.
Average approximately 27/28mph (27.56mph).

We were slightly concerned with vehicle speeds from the direction of the village (Plummer Lane) travelling towards the A6. Speed watch was therefore carried out to cover this (otherwise we may have been able to cover Plummers Lane too today).

Church End 11:30 -12:15hrs.

Traffic Leaving village (i.e. from the general direction of Plummers Lane).

18 Vehicles. No vehicles to report. Speed within the posted 40mph.
Lowest Speed 26mph and highest recorded speed 39mph.

The recorded vehicle speeds were as follows:-
37,39,35,34,33,37,33,32,34,33,29,28,26,32,31,33,33,33.

Whilst the vehicle speed was generally higher in this direction, it was still within the posted 40mph.

Average 32mph.

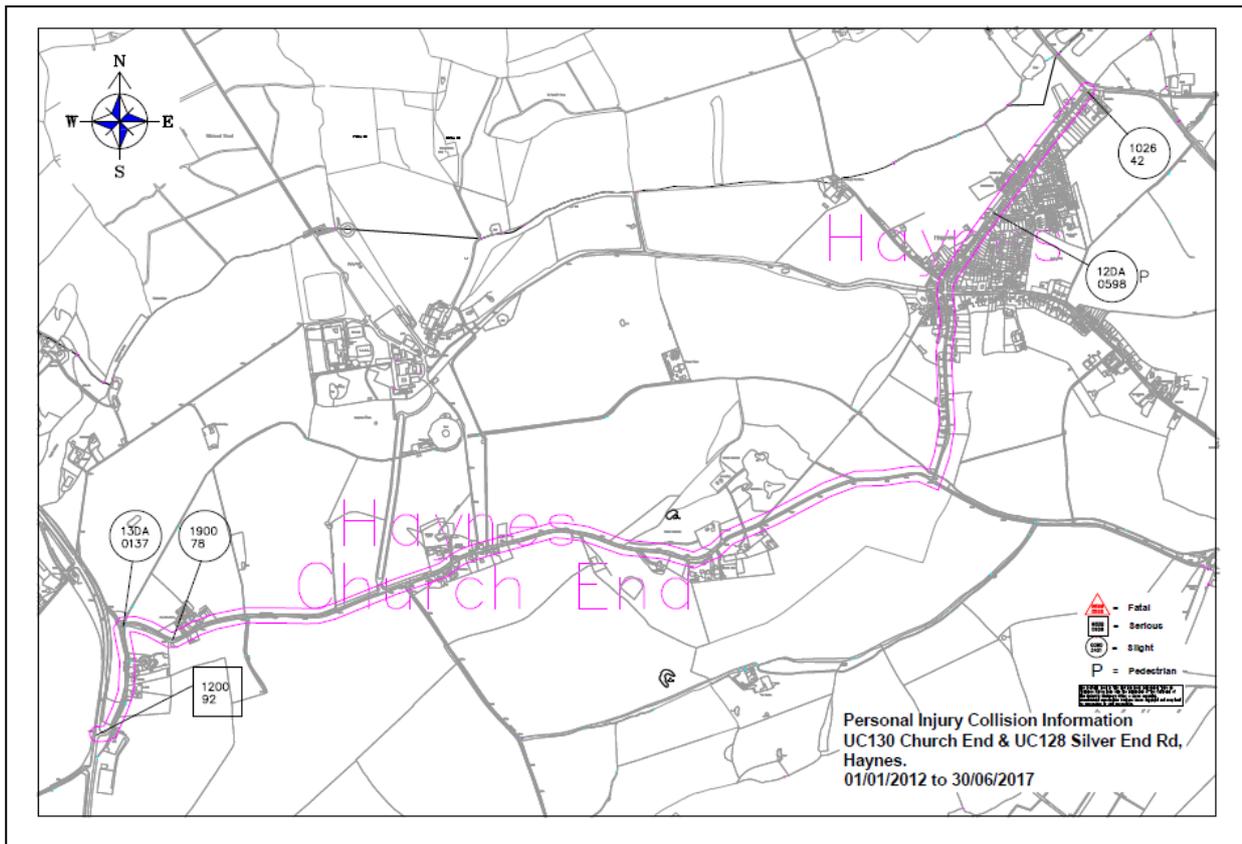
General. So, overall a pleasant surprise regarding vehicle speeds in both directions. Just as as matter of interest, there were 18 cyclist.

I would like to bring to your attention a comment that we were *carrying this out on the 'wrong day', that we should be doing this during the week.* However, no sessions have been carried out at a weekend and I thought it may be useful to at least try at a weekend as it may help to re-enforce the 'speed monitoring' message in the village. Also, the match funding date of 24th November 2017 is nearly here and I am quite committed during the week and I will have limited opportunity to carry out sessions. I think Tuesday may be the only day that I may be able to do so.

I hope we have sufficient data.

Best wishes,

Appendix C Collision Model / Data for Haynes Church End



3	E06000056	190078	Slight	Friday	26/05/2017	14:30	507236/240845							
Location:											UC130 CHURCH END ROAD 1740 METRES EAST OF J/W UC130 OLD MAIN ROAD, HAYNES, BEDFORDSHIRE. 1st Rd: U130 2nd Rd:			
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard					
60 MPH	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None					
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/		
1	Car	No	Rt hand bend	E W	On main	Not at	No	None		None	Male	76 -\		
2	Car	No	Lt hand bend	W E	On main	Not at	No	None		None	Male	69 -\		
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil				
1	1	Drv/Rider	Male	76	Slight	No	Not ped	Not ped	Not ped	Other				
2	2	Drv/Rider	Male	69	Slight	No	Not ped	Not ped	Not ped	Other				
Description: VEH 1 TRAVELLING WEST, AND V2 HEADING EAST ALONG A SINGLE CARRIAGEWAY ROAD AROUND AN OFFSIDE BEND (FROM V1 DIRECTION). V1 DRIFTS ACROSS MIDDLE OF THE ROAD CAUSING F/O/S TO F/O/S OF V2.														
User Information:														

Appendix D: Speed Data Summary

Site: Church End Road Haynes (outside no 96)											
Report ID	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
Site	Eastbound	Thu 14 Sep 2017	Wed 20 Sep 2017	40mph	3399	36.4	43.2	502	416	486	0.44%
Site	Westbound	Thu 14 Sep 2017	Wed 20 Sep 2017	40mph	3325	37.2	44.3	492	415	475	0.33%

