

CENTRAL BEDFORDSHIRE COUNCIL

TRAFFIC MANAGEMENT MEETING

Wednesday, 19 September 2018

DECISIONS DIGEST

THE CALL-IN DEADLINE FOR ANY ITEMS CONTAINED IN THIS DIGEST IS 5.00 P.M. ON FRIDAY 28 SEPTEMBER 2018. SUBJECT TO ANY CALL-IN REQUESTS BEING RECEIVED, ALL THE DECISIONS WILL BE ACTIONED ON OR AFTER MONDAY 1 OCTOBER 2018.

**DATE
ISSUED/PUBLISHED**

Present:	Cllr I Dalgarno	Officers:	Ms Patricia Bramwell	Solicitor, LGSS Law Limited
In Attendance:	Cllr E Ghent		Ms Maria Brooks	Committee Services Officer
	Cllr C Maudlin		Ms Charlotte Dunham	Senior Highways Officer
	Cllr G Perham		Mr Steve Lakin	Principal Highways Officer
	Cllr P Smith		Mr Nishil Parmar	Principal Highways Officer
	Cllr B Wells			
	Cllr N Young			

Item	Decision	Reason for Decision	Alternative Options Considered or refused
MEMBERS' INTERESTS	None were declared	Objections Received Petition Received Representations Received	None

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>RUSH COURT, LEIGHTON BUZZARD - PROPOSED INTRODUCTION OF WAITING RESTRICTIONS</p>	<ol style="list-style-type: none"> 1. That the proposal to introduce No Waiting at any time on the following length of road in Leighton Buzzard be implemented as published: <ul style="list-style-type: none"> • Rush Court, north-west side, from its junction with Beadesert extending in a south-westerly direction for its full length. 2. That the start of works are deferred for a suitable period to allow residents the opportunity to reach an amicable, self-regulating solution. 	<p>Objections Received Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS IN MOWBRAY DRIVE, LINSLADE.</p>	<p>1. That the proposal to introduce 'No Waiting at Any Time' (24hours) on the following length of road in Linslade be implemented as published:</p> <ul style="list-style-type: none"> • Soulbury Road, south-west side, from a point in line with the east flank wall of no.69 Soulbury Road extending in a north-westerly direction to its junction with Mowbray Drive. • Soulbury Road, south-west side, from a point in line with the east flank wall of no.71 Soulbury Road extending in a south-easterly direction to its junction with Mowbray Drive. • Mowbray Drive (main), north-west side, from its junction with Soulbury Road extending in a southerly direction to a point in line with the south-west flank of no.71 Soulbury Road. • Mowbray Drive (main), south-east side from its junction with Soulbury Road extending in a southerly direction to a point in line with the south-east flank wall of no.15 Mowbray Drive. • Mowbray Drive (main), south-west side, from a point approximately 4 metres south-east of a point in line with the south-east flank wall of no.38 Mowbray Drive extending in a south-easterly direction to its junction with Mowbray Drive (southern-central spur). • Mowbray Drive (southern-central spur), north-west side, from a point in line with the north-west flank wall of no.38 Mowbray Drive extending in a north-easterly direction to its junction with Mowbray Drive (main). • Mowbray Drive (main), south side, from its junction with Mowbray Drive (southern-central spur) extending in a easterly direction to a point in line with the north-west flank wall of no.50 Mowbray Drive. • Mowbray Drive (southern-central spur), south-east side, from a point approximately 9 metres north-east of a point in line with the south-west side of no.50 Mowbray Drive extending in a north-easterly direction to its junction with Mowbray Drive (main). • Mowbray Drive (main), northern side, from a point approximately 5 metres east of a point in line with the west flank wall of no.41 Mowbray Drive extending in an easterly direction to its junction with Mowbray Drive (eastern spur). • Mowbray Drive (eastern spur), west side, from it junction with Mowbray Drive (main) extending in a northerly direction to a point in line with the south flank wall of no.41 Mowbray Drive. • Mowbray Drive (main), from a point in line with the east flank wall of no.52 Mowbray Drive extending in an easterly direction to its junction with Mowbray Drive (eastern spur). • Mowbray Drive (eastern spur), west side, from its junction with Mowbray Drive (main) extending in a southerly direction to a point in line with the south flank wall of no.52 Mowbray Drive. <p>2. That Officers reduce the length of the 'No Waiting at Any Time' restrictions in consultation with the resident of No.15 Mowbray Drive should the reduction prove unsuccessful Officers to implement as published.</p>	<p>Objections Received Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>LEIGHTON STREET, B5704 AND PARK STREET, WOBURN - PROPOSED 20MPH SPEED LIMIT</p>	<p>1. That the proposal to introduce a 20mph speed limit on the following lengths of road in Woburn be implemented as published:</p> <ul style="list-style-type: none"> • Leighton Street, from its junction with George Street (B5704) extending in a south-westerly direction to a point approximately 1 metre north-east of the north-east flank wall of no.67 Leighton Street. • Park Street, from its junction with George Street (B5704) extending in a north-easterly direction for approximately 130 metres. • B5704, from a point approximately 18 metres south-east of its junction with Crawley Road, extending in a southerly direction to a point approximately 1 metre south of a point in line with the south flank wall of no.12 George Street. <p>2. That Officers, in consultation with Woburn Parish Council and CBC ward members investigate the extension of the 20mph speed limit.</p>	<p>Objections Received Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>LEIGHTON STREET, WOBURN - PROPOSED WAITING RESTRICTIONS</p>	<p>That the proposed waiting restrictions on Leighton Street Woburn be implemented as published:</p> <ul style="list-style-type: none"> • Leighton Street, south-east side, from a point approximately 4 metres north-east of the north-east flank wall of no.57 Leighton Street extending in a north-easterly direction for approximately 35 metres to a point in line with the north-east flank wall of no.1 London End. • Leighton Street, from a point approximately 2 metres north-east of the north-east flank wall of no.1 Duck Lane extending in a south-westerly direction for approximately 12 metres to a point in line with the boundary between no.69 Leighton Street and no.1 Duck Lane. 	<p>Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>PROPOSED TRAFFIC CALMING MEASURES IN HEXTON ROAD, BARTON-LE-CLAY.</p>	<p>1. That the proposed traffic calming measures of a raised table at a nominal height of 75mm and approximately 6 metres long, including ramps and extending across the width of the road to within 300mm of the edge of the carriageway in Hexton Road Barton-Le-Clay be implemented as published:</p> <ul style="list-style-type: none"> • Hexton Road, at a point approximately 52 metres east of the centre of its junction with Old Road. • Hexton Road, a point outside of no.47 Hexton Road. • Hexton Road, a point in line with the centre of its 'y-junction' with Church Road. <p>2. That Officers provide the Executive Member for Community Services with an update on other proposed schemes in the area.</p>	<p>Objections Received Representations Received</p>	<p>None</p>

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<p>PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS IN DICKENS BOULEVARD, FAIRFIELD</p>	<p>That the proposed 'No Waiting at Any Time' restrictions in Dickens Boulevard Fairfield be implemented as published:</p> <ul style="list-style-type: none"> • Dickens Boulevard, north-west side, from a point in line with the west flank wall of nos. 24 to 36 Dickens Boulevard extending in an easterly then northerly direction to a point approximately 5 metres north of the south flank wall of nos. 24 to 36 Dickens Boulevard. • Dickens Boulevard, north-east side, from a point approximately 5 metres north of the south flank wall of nos. 24 to 36 Dickens Boulevard extending in a southerly then easterly direction to a point approximately 20 metres east of the east flank wall of no. 24 to 36 Dickens Boulevard. • Dickens Boulevard, south-east side, from a point approximately 20 metres east of the east flank wall of nos. 24 to 36 Dickens Boulevard extending in a westerly then southerly direction to a point approximately 8 metres south of a point in line with the north flank wall of nos. 11 to 23 Beeton Court. • Dickens Boulevard, south-west side, from a point approximately 8 metres south of the north flank wall of nos. 11 to 23 Beeton Court extending in a northerly then westerly direction to a point approximately 3 metres west of the east flank wall of nos. 11 to 23 Beeton Court. 	<p>Objections Received Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>CONSIDER OBJECTIONS TO THE INSTALLATION OF WAITING RESTRICTIONS IN CHAPEL ROAD AND BILLINGTON CLOSE, FLITWICK.</p>	<ol style="list-style-type: none"> 1. That the proposal to implement 'No Waiting at Any' along the following lengths of road in Flitwick be implemented as published: <ul style="list-style-type: none"> • Billington Close, both sides, from its junction with Steppingley Road extending in a northerly direction to a point in line with the south flank wall of no.22 Billington Close. • Chapel Road, east side, from a point approximately 1 metre south of a point in line with the north flank wall of no.13 Chapel Road extending in a northerly direction for approximately 20 metres. • The Thinnings, both sides, from its junction with Chapel Road extending in an easterly direction to a point in line with the west flank wall of no.13 Chapel Road. 2. That a one hour timed single line waiting restrictions Monday to Friday along the full length of Chapel Road and The Thinnings be implemented. 3. That the white lines running parallel to the road edge in the area be restored. 	<p>Objections Received Representations Received</p>	<p>None</p>

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<p>MILL ROAD, STANBRIDGE - PROPOSED TRAFFIC CALMING MEASURES AND CHANGE TO SPEED LIMIT.</p>	<p>1. That the proposed introduction of a 40mph speed limit on the following lengths of road in Stanbridge be implemented as published:</p> <ul style="list-style-type: none"> • Mill Road, from a point approximately 24 metres south of a point in in line with the south-east boundary line of the 'Old Windmill' extending in a northerly direction for approximately 85 metres. <p>2. That the proposed installation of two raised tables, each with a nominal height of 75mm, ramp lengths or at least 1.5 metres and gradients of 1:20 be implemented at the following locations as published:</p> <ul style="list-style-type: none"> • Mill Road, at a point approximately 25 metres north of the centre of its junction with High Banks. • Mill Road, at a point approximately 64 metres south of the centre of its junction with High Banks. 	<p>Objections Received Representations Received</p>	<p>None</p>
<p>SILSOE ROAD, WARDHEDGES - PROPOSED TRAFFIC CALMING</p>	<p>That due to an error with the report this item be deferred for one meeting cycle.</p>	<p>Objections Received Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>CONSIDER OBJECTIONS TO THE IMPLEMENTATION OF TRAFFIC CALMING FEATURES IN STATION ROAD, BLUNHAM.</p>	<ol style="list-style-type: none"> 1. That the proposal to implement a raised table at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road at the following locations in Blunham be implemented: <ul style="list-style-type: none"> • Station Road, outside number 42 Station Road. • Station Road, outside number 82 and 84 Station Road • Station Road, a point approximately 120 metres south of its junction with Old Station Court 2. That Officers review the current planning application in process to ensure that the locations of the raised tables are still correct. 	<p>Objections Received Representations Received</p>	<p>None</p>
<p>BURR AND ICKNIELD STREET, DUNSTABLE - REVERSAL OF CURRENT ONE-WAY SYSTEM.</p>	<ol style="list-style-type: none"> 1. That following the recent informal consultation the reversal of the current one-way system in Burr Street and the implementation of a one way system in Icknield will not be implemented.. 2. That alternative engineering measures to address the documented collision history at the junction of West St/Icknield St and Princes St will be investigated by Officers and brought to a future Traffic Management Meeting. 	<p>Objections Received Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>CONSIDER OBJECTIONS TO THE INSTALLATION OF A ZEBRA CROSSING IN ICKNIELD STREET AND TRAFFIC CALMING FEATURES IN BOTH ICKNIELD STREET AND BULLPOND LANE, DUNSTABLE.</p>	<ol style="list-style-type: none"> 1. That the proposed Zebra Crossing to be sited at the following location in Icknield Street, Dunstable be implemented as published: <ul style="list-style-type: none"> • Icknield Street, north of its junction with Burr Street, close to property numbers 23 & 16. 2. That the proposed speed hump at a nominal height of 75mm and approximately 3 metres long, including ramps, extending across the full width of the road to be sited at the following location be implemented as published: <ul style="list-style-type: none"> • Icknield Street near properties 21 & 14 3. That the proposed Raised Table at a nominal height of 75mm and approximately 8.25metres long, including ramps, extending across the full width of the road be implemented to be at the following location in Dunstable:- <ul style="list-style-type: none"> • Bullpond Lane north of the junction with Friary Fields outside unit 1/2/3 4. That the proposed Speed humps at a nominal height of 75mm and approximately 3 metres long, including ramps, extending across the full width of the road are implemented at the following locations in Dunstable:- <ul style="list-style-type: none"> • Bullpond Lane Outside Frances Ashton House/SA Citadel • Bullpond Lane Outside Hallwycke • Bullpond Lane between the southern boundary of property number 2 Bullpond Lane and the junction of the roundabout with Friars Walk and First Avenue. 5. That Officers ensure that the scheme of works due to be implemented in the local area take place in a coordinated way. 	<p>Objections Received Representations Received</p>	<p>None</p>

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<p>FRENCH'S AVENUE - S106 SCHEME</p>	<ol style="list-style-type: none"> 1. That the proposal to implement raised tables at a nominal height of 75mm and approximately 9 metres long, including ramps extending across the full width of the road at the following locations in Dunstable be implemented as published: <ul style="list-style-type: none"> • Frenchs Avenue, outside number 55-67 • Frenchs Avenue, outside number 37 • Frenchs Avenue, outside number 54 2. That sinusoidal/round top speed humps at the following locations in Dunstable be implemented: <ul style="list-style-type: none"> • Frenchs Avenue, outside number 44-46 • Frenchs Avenue, outside number 32 • Frenchs Avenue, outside number 14 3. That the proposal to introduce a raised junction at a nominal height of 75mm, approximately 6 metres long and, extending across the full width of the road be implemented as published at the following location in Dunstable: <ul style="list-style-type: none"> • French's Avenue, at its junction with Peppercorn Way. 4. That the proposal to introduce No Waiting restrictions at any time at the junctions of French's Avenue, Dunstable be implemented as published. 	<p>Objections Received Representations Received</p>	<p>None</p>

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<p>VARIOUS ROADS DUNSTABLE - PROPOSAL TO INSTALL TRAFFIC CALMING MEASURES</p>	<ol style="list-style-type: none"> 1. That the proposal to install raised tables at a nominal height of 75mm extending across the full width of the road be implemented as published at the following locations in Dunstable: <ul style="list-style-type: none"> • Church Street, a point approximately 15 metres east of a point in line with the centre of its junction with Church Close with a length of approximately 8 metres including ramps. • Church Street Spur, from its junction with Church Street with a length of approximately 8 metres including ramps. • Church Close, from its junction with Church Street with a length approximately 6 metres including ramps. • West Street, outside no. 28 West Street with a length of approximately 6 metres including ramps. • Matthew Street, its junction with West Street with a length of approximately 6 metres including ramps. • High Street South, outside Priory House with a length of approximately 10 metres including ramps. • High Street North, a point approximately 10 metres north-west of a point in line with the centre of its junction with Regent Street, with a length of approximately 5 metres including ramps. • Regent Street, from its junction with High Street North with a length of approximately 4 metres including ramps. 2. That Officers ensure that the scheme of works due to be implemented in the local area take place in a coordinated way and that the Executive Member for Community Services and local ward members are kept informed. 	<p>Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>BRICKHILL ROAD, HEATH AND REACH - PROPOSAL TO INTRODUCE A 40MPH SPEED LIMIT.</p>	<p>That the proposal to introduce a 40mph speed limit on the following lengths of road in Heath and Reach be implemented as published:</p> <ul style="list-style-type: none"> • Brickhill Road, from its junction with Woburn Road extending in a north-westerly direction for approximately 766 metres to the county boundary. 	<p>Representations Received</p>	<p>None</p>
<p>STANFORD LANE, STANFORD - 40MPH EXPERIMENTAL ORDER</p>	<ol style="list-style-type: none"> 1. That the implementation of a 40mph experimental order in Stanford Lane, Stanford be noted. 2. That an evaluation of speed data takes place after one year in order to review the effectiveness of the experimental order. 	<p>Representations Received</p>	<p>None</p>

Item	Decision	Reason for Decision	Alternative Options Considered or refused
<p>CROMER WAY, STREATLEY - INTRODUCTION OF TRAFFIC CALMING FEATURES</p>	<p>1. That the proposal to introduce priority narrowing, comprising a kerb build-out approximately 3 metres long in a northern direction, on the eastern side of the road (traffic proceeding southwestwards required to give way to opposing traffic) be implemented as published at the following location:</p> <ul style="list-style-type: none"> • Cromer Way, approximately 1m north of the southern flank wall of 58 The Belfry. <p>2. That the proposal to introduce priority narrowing, comprising a kerb build-out approximately 3 metres long in an eastern direction on the northern side of the road (traffic proceeding south easterly required to give way to opposing traffic) is implemented as published at the following location:</p> <ul style="list-style-type: none"> • Cromer Way, sited approximately 0.5m north west of the south eastern boundary of 13 Lavender Close. 	<p>Representations Received</p>	<p>None</p>

Date Issued:	21 September 2018	To:	All Members of the Council
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