
Meeting: Traffic Management Meeting
Date: 16th February 2010
Subject: S278 Queen Street Stotfold – Traffic Calming Feature.
Report of: Basil Jackson, Assistant Director Highways & Transportation
Summary: To report to the portfolio holder for safer and stronger communities the results of the statutory consultation on proposals to implement a traffic calming table at the junction of A507 High Street and Queen Street Stotfold and seek approval to implement the proposals.

The scheme has been the subject of a Stage 2 Road Safety Audit (RSA). Additionally a Stage 3 Road Safety Audit will be undertaken on completion of the works with any recommendations implemented in agreement with the Client Central Bedfordshire Council.

Contact Officer: Andrew Rosamond
andrew.rosamond@amey.co.uk
Public/Exempt: Public
Wards Affected: Stotfold.
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Improve road safety and promote sustainable modes of transport

Financial:

£5k (2009/10), £100k (2010/11) and £5k (2011/12)

Legal:

None

Risk Management:

None as a result of this report

Staffing (including Trades Unions):

None as a result of this report

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

Will improve safety for vehicular traffic on the A507 Network

Sustainability:

None as a result of this report.

RECOMMENDATIONS:

that: -

- (a) **The half raised flat top table traffic calming feature is implemented as part of the proposed design in accordance with the requirements of the planning condition 17.**
- (b) **The submitted design was the subject of a RSA Stage 2 Safety Audit and the recommendations included into the final design.**
- (c) **As a follow up a RSA Stage 3 (on completion of the works) will be undertaken with any recommendations implemented in agreement with the Client Central Bedfordshire Council.**

Background and Information**Planning**

1. The initial planning application for a residential development was submitted to Mid Bedfordshire District Council for the local planning authority committee to approve. However, this planning application was withdrawn.
2. A second revised Planning Application was registered by the Bryant Homes (Eastern) Ltd for a residential development consisting of 96 dwellings and all associated works at the above location which resulted in the planning application being taken to an appeal inquiry on grounds of: -
 - a.) The effect of the proposal on the character and appearance of the Kingfisher Way public footpath and on enjoyment of the users of that path.
 - b.) The effect of the development on the living conditions of the residential occupiers of Victoria Drive and Baldock Road
 - c.) The effect of the proposal on the supply of affordable housing in the Mid Bedfordshire Area.
3. The inquiry was held on the 10/11/2004 and 11/11/2004 and the outcome was for the application to be approved.
4. Full details of the planning applications can be found in Appendix A.

Reasons for Granting

5. Before development commences details of the highway works that include speed reduction measures as indicated on the Levitt Partnership drawing No 14 revision L, resurfacing of the footway at the entrance to The Chequers Public House and improvements to the Queen Street/High Street junction as illustrated on Thorburn Colquhoun drawing No 31981/TP/SK-2 shall be submitted to and be approved in writing by the Local Highway Authority and no dwelling shall be occupied until the agreed details have been implemented in full.
6. The drawings referenced to the proposed highway works as detailed in Condition 17 of the Planning Conditions were approved on the 16/11/2007 and are listed below in the table.

DRAWING NUMBER	DRAWING TITLE
14846/2001B	Section 278 Principles
14846/2002B	Roadworks & Drainage Layout (Sheet 1 of 2)
14846/2003A	Roadworks & Drainage Layout (Sheet 2 of 2)
14846/2004B	Construction Layout (Sheet 1 of 2)
14846/2005B	Construction Layout (Sheet 2 of 2)
14846/2006B	White Lining & Signage Layout (Sheet 1 of 2)
14846/2007B	White Lining & Signage Layout (Sheet 2 of 2)

NB: The above listed drawings were drawn and detailed by Woods Hardwick the Highway Design Consultant on behalf of the Developer.

Consultation

7. Statutory Public Notices were published on 6 November 2009 and erected on site to advertise the traffic calming feature and an extensive consultation exercise was undertaken with all stakeholders, including letters being delivered to all residents in the vicinity of the proposals.
8. As a result of this consultation, 1 letter of support, 1 letter of objection and 1 petition from 11 residents was received.

Support Letter (1)

Stotfold Council

- Highways Act 1980 – Proposed half speed table (raised junction), Queen Street, Stotfold
- Further to the Recreation Committee meeting on 11th November 2009, no objections were received from the committee for the above.

Objection Letter and Petition (1)

1 Letter of objection with 1 Petition of Objectors (11 No. residents) were received. The summary of the received letter/petition are as follows:

- Speed table at this location offers no real benefit to cars approaching the junction as they have to give way anyway.
- Cars in Queen Street travelling towards the junction at speed are the main problem.
- Location of raised speed calming measure would be better located if built half down Queen Street somewhere either side of Prince Charles Avenue.
- Need the two outstanding mini-roundabouts at the junctions of Mill Lane and Prince Charles Avenue.
- Speed of cars entering Queen Street from the High Street is an issue that needs addressing by making the whole junction a raised table platform at the same time introducing speed calming features on the whole length of the High Street.

Conclusion and way forward

In the interests of highway and pedestrian safety and on behalf of the highway authority it is recommend that the construction of the half raised flat top table at the junction of the A507 High Street/Queen Street junction Stotfold be approved.

As a follow up an RSA Stage 3 (on completion of the works) will be undertaken with any recommendations implemented in agreement with the Client Central Bedfordshire Council.

Appendices:

Appendix A – Planning applications
Appendix B – Advertised Public Notice
Appendix C - Advertised plans of proposals
Appendix D - Letters of support / objections

Background Papers
Mid Beds - Planning Application

Appendix A

Planning Application Links

Details of Planning Application - MB/04/00943/FULL

<http://www.midbeds.gov.uk/CBC/acolnetDC/DCpages/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeResultDetail&TheSystemkey=553073>

Planning Application - MB/03/01541/FULL

<http://www.centralbedfordshire.gov.uk/portal/searchresult.asp?Case+Number+%3A=03%2F01541&Address+%3A=&submit=Search>

PUBLIC NOTICE

HIGHWAYS ACT 1980

PROPOSED HALF SPEED TABLE (RAISED JUNCTION) –

QUEEN STREET, STOTFOLD

Central Bedfordshire Council propose to construct a half Speed Table (Raised Junction) under Section 90 A-I of the Highways Act 1980 and all other enabling powers in connection with a traffic calming scheme in Queen Street, Stotfold. This proposal will be an integral part of measures to reduce vehicle speeds and discourage use of the road by other than local traffic.

The proposed Half Speed Table (Raised Junction) will be 75mm high with gradients of approximately 1:20 in entirety and is to be sited at the following location:

Queen Street, Stotfold which extends from its junction with (A507) High Street (give way lines), across the full width of Queen Street between kerbs for an overall length of 17m.

Further Details: of the proposal and plan may be examined during normal opening hours at Stotfold Town Council, The Simpson Centre, Hitchin Road, Stotfold. Telephone 0845 365 6120 for further advice on this proposals.

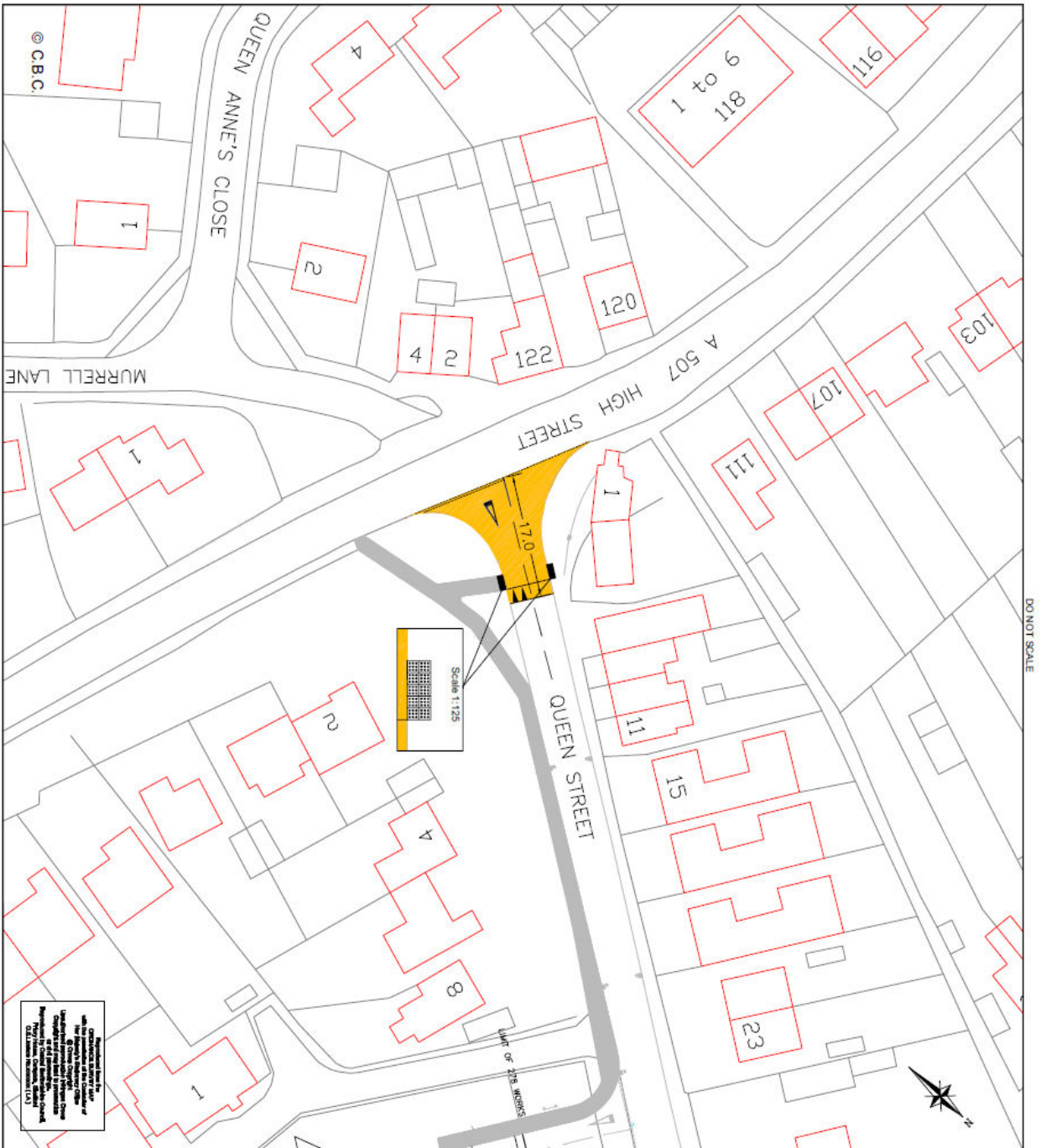
Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, (or e-mail: chris.heard@centralbedfordshire.gov.uk) stating the grounds on which they are made by 4th December 2009.

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

6th November 2009



Appendix C – Plan



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- Notes:**
1. All dimensions are in metres unless specified otherwise.
 2. Traffic calming feature is shown shaded.
 3. Half-Table is shown at the junction of Queen Street/High Street.

 Half Speed Table
 Buff coloured Tactile Paving



<p>Project Title</p> <p>QUEEN STREET STOFFOLD PROPOSED TRAFFIC CALMING MEASURES</p>	<p>Manager/Agent/Consultant</p> <p>anney</p>
<p>Drawing Title</p> <p>PROPOSED TRAFFIC CALMING MEASURES</p>	<p>Drawn By</p> <p>MAS</p>
<p>Design By</p> <p>MAS</p>	<p>Date</p> <p>08/10/2009</p>
<p>Checked By</p> <p>MAS</p>	<p>Date</p> <p>08/10/2009</p>
<p>Approved By</p> <p>DP</p>	<p>Date</p> <p>08/10/2009</p>
<p>Drawing Number</p> <p>Anney/S278/DR/301 140/001</p>	<p>Revision</p> <p>-</p>
<p>Dwg Scale</p> <p>1:500 @ A3</p>	<p>Dwg Status</p> <p>CONSULTATION</p>

Appendix D - Letters of Support/Objection

Letter(s) of support

No 1: -

Sent: 16 November 2009 14:55

Subject: - Highways Act 1980 – Proposed half speed table (raised junction), Queen Street, Stotfold

Further to the Recreation Committee meeting on 11th November 2009, no objections were received from the committee for the above.

Mandy Howard
Assistant Clerk

Letter(s) of Objections

No 1: -

Further to your letter dated the 6th of November and with reference as above, I and the undersigned overleaf would like to bring to your attention the following:

- 1) We strongly object to the proposed half speed table (raised junction) at the junction of Queen Street and High Street as highlighted in your attached drawing.
- 2) A speed table at this point would offer no real benefit as the cars travelling from Queen Street entering High Street, have to slow down (and already are at this point) as they are about to join a road that has the right of way.
- 3) Cars travelling from Queen Street towards the junction with High Street represent the majority of the problem with speed (as opposed to cars entering Queen Street from High Street).
- 4) If some kind of raised speed calming measure were to be installed, then it would make a lot more sense and offer some real value, if it was built half way down Queen Street, somewhere at either side of Prince Charles Avenue drive (see enclosed modified drawing).
- 5) However, what is really needed are the two outstanding mini-roundabouts that have been promised for a few years now, one at the junction with Prince Charles Avenue and one at the Mill Lane junction. They would act as natural speed calming measures without the drawbacks of raised speed humps.
- 6) Finally, the issue of cars entering Queen Street at speed from High Street is one that needs to be addressed from the High Street road itself and not from Queen Street. Cars do speed in the High Street, sometimes exceeding 50mph, so a raised junction at the interchange between Queen Street and High Street would only make sense if it was to be accompanied by a series of other speed calming measures along most of the whole length of High Street.