
Meeting: Traffic Management Meeting
Date: 14 December 2010
Subject: St Neots Road, Sandy - Traffic Calming
Report of: Basil Jackson, Assistant Director of Highways and Transportation.
Summary: To present to the Portfolio Holder for Safer and Stronger Communities and Healthier Lifestyles the responses received to proposals for traffic calming measures in Sandy and seek approval for the implementation of the scheme as amended by this report.

Contact Officer: Adrian Clothier – Senior Engineer Adrian.Clothier@amey.co.uk
Public/Exempt: Public
Wards Affected: Sandy
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve road safety, promote cycling and walking

Financial:

The cost of introducing traffic calming measures (13 features) will be approximately £60,000.

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

Proposals will reduce speeds and will reduce the potential and severity of road accidents.

Sustainability:

Encourage walking, cycling and reduce the speed and volume of through-traffic on St Neots Road, especially HGVs.

RECOMMENDATION(S):

- 1. That the traffic calming scheme be implemented as advertised.**
- 2. That the proposed zebra crossing in St Neots Road be deleted from the proposals for the reasons stated.**

Background and Information

1. St Neots Road in Sandy connects the A1 London Road with the B1042 Bedford Road/Sandy High Street. St Neots Road is a two way - single carriageway road. There are footways on both sides of the road. There is a cycle lane on eastbound carriageway between St Neots Road junction with Windsor Way and Bedford Road roundabout.
2. The speed limit is 30mph however according to the Police speed checks and speed survey carried out by Amey between 04/06/2010 and 11/06/2010, speeding is an issue. There is also a long record of complaints made by local residents in relation to speeding regular complaints about vehicles exceeding 30mph speed limit are received This is a road safety issue and causes inconvenience and irritation to local residents.
3. According to Collision Data Analysis there have been seven slight injury collisions recorded on St Neots Road between 01/01/2005 – 31/12/2009. There are no existing traffic calming measures in place.
4. The Council has a policy of promoting safer routes to schools, which seeks to encourage more school pupils to travel to school by sustainable modes of transport, such as walking and cycling.
5. As part of Central Bedfordshire Council's aspiration to promote cycling in Sandy, funding has been allocated in 2010/11 to introduce traffic calming measures along St Neots Road, including a proposed new zebra crossing. This has resulted in the current scheme.
6. These proposals were formally advertised by public notice in September/October 2010. Consultations were also carried out with the emergency services and other statutory bodies, Sandy Town Council and Elected Members. Local residents have also been given an opportunity to comment on the proposals.

7. The traffic calming scheme received six letters of support and five letters of objection. There have been six objections to the proposed zebra crossing and no letters of support.
8. In the letters of support for the traffic calming scheme, local residents supported traffic calming along St Neots Road, as they find speeding a serious problem Bedfordshire Police (Traffic Management) strongly support this scheme.
9. The summary of objections to the traffic calming and responses are as shown:

- The main concern raised, was that the proposed traffic calming scheme will reduce number of parking spaces along the road.

There are no proposed changes to parking arrangements in St Neots Road. Proposed traffic calming does not restrict the number of available parking spaces..

- Humps could cause considerable noise and ground borne vibrations and could result in damage to the houses in the road.

The proposed features will act as a deterrent for rat-running traffic, so the volume of traffic in St Neots Road should be reduced. The spacing of the features will cause vehicles to travel at a lower speed so the noise and vibration levels will be reduced. The proposed features are compliant with current standards and specifications. Combination of soil type along St Neots Road and the distance between features and surrounding buildings indicate that the traffic calming should not have any adverse effect on these buildings.

- Humps will affect quality of life as there will also be added pollution as vehicles slow down and then accelerate to negotiate and then exit the humps.

The effect of traffic calming on air pollution is similar to its effect on noise levels. The proposed spacing between humps/cushions will cause vehicles to travel slower. The overall effect on pollution should be beneficial or neutral.

- Traffic calming will slow down ambulances and fire engines.

No adverse comments have been received from the emergency services.

- Traffic calming will create drainage issues. Tables can block the gutter and lead to flooding.

This has been designed out as part of the works

- Features like speed cushions will cause damage to vehicles due to sharp edges of features and metal parts forming them. It was suggested that speed cushions wreck car tyres by distorting the inner surface of the tyre.

Proposed features follow current standards and good practice. None of the proposed features contain metal parts and do not have any sharp edges. All of the features will be formed from Dense Bitumen Macadam. There is no evidence that vehicles driven at appropriate speeds will be damaged

- The the need for some features has been questioned, and it was suggested that their number be reduced.

The proposed design has an optimal number of features. Proposed design follows current standards and DfT recommendations, and is also based on speed checks, traffic volumes and site conditions. The location and number of features is considered appropriate.

- It was suggested that flat top humps be replaced with chicanes.

Chicanes would have an adverse effect on parking availability in St Neots Road. Vertical features are more effective in terms of reducing vehicle speeds than chicanes that rely on opposing traffic for their effectiveness.

- *There was also an objection seeking to change the location and types of proposed features. It was also proposed to reduce number of features used to slow traffic down. The design team was asked to amend the design as follow:*
 1. *Provide a vehicle activated sign at the junction with A1;*
 2. *Feature 1 to be a raised table;*
 3. *Feature 2 and 3 to be removed;*
 4. *Zebra crossing on the south side of Engayne Avenue, not the north side
with reduced number of zig-zags;*
 5. *Feature 5 to be raised table;*
 6. *Features 6 and 7 to be removed;*
 7. *Feature 8 to be a raised table;*
 8. *Feature 9 to be placed where the existing zebra crossing is at West Road – a raised table (perhaps encompassing the whole junction)
with the zebra crossing on it;*
 9. *Feature 10 – no change;*
 10. *Feature 11 to be removed.*

These amendments were then discussed with the Sandy Town Council at a further meeting on Tuesday 9th November. It was agreed that Bedfordshire Highways would further investigate the feasibility of these changes and report back to the Council.

Following Sandy Town Council's request for amendments into the traffic calming scheme, further work was undertaken to check the feasibility of the proposals. These relate to the numbered items on page 4 of this report.

1. *It was agreed that the entry point to the 30mph limit from the A1 should be enhanced as far as practicable. Whilst national research shows that vehicle activated signs have only a limited success in reducing vehicle speeds, a sign close to the junction with the A1 would help raise awareness and act as a reminder to reduce speeds into St Neots Road. A vehicle activated sign near Pyms Way will therefore be added.*
2. *Changing the proposed feature 1 from speed cushions to a raised table junction at Pyms Road was considered. The additional cost of this would be approximately £10,000 which cannot be accommodated within the current scheme budget. It is therefore proposed that feature 1 remain as originally advertised, with the addition of the vehicle activated sign as 1. above.*
3. *In order to achieve a reduced and constant speed of approximately 30mph along St Neots Road, traffic calming features should be located at a maximum of 100m spacing. Removal of features would have an unsatisfactory impact on the effectiveness of the scheme. This is therefore not recommended. Alternative speed tables at Pyms Way and Carter Street were discussed Initial estimates indicate this change will increase the cost of the scheme by approximately £20,000 and this cannot be accommodated within budget*

4. *It was suggested that the zebra crossing south of Engayne Avenue be moved. There is no suitable location to do this without undue disruption to residents and it is therefore considered that on balance this crossing be removed from the scheme.*
 5. *In order to maintain regular intervals between features (as far as practicable), feature 5 should remain in its current position.*
 6. *Removal of features 6 and 7. In order to achieve a reduced and constant speed along St Neots Road, traffic calming features will need to be located at a maximum of 100m spacing and it is therefore recommended these features remain*
 7. *Due to the presence of dropped vehicle accesses in this location, it is not possible to replace this feature with a raised table. It is therefore recommended that the proposed speed cushions remain as advertised.*
 8. *In order to achieve a reduced and constant speed along St Neots Road, traffic calming features will need to be located at a maximum of 100m spacing and it is therefore recommended these features remain*
 9. *Feature 10 to remain – agreed.*
 10. *In order to achieve a reduced and constant speed along St Neots Road, traffic calming features will need to be located at a maximum of 100m spacing and it is therefore recommended these features remain*
10. Objections to the proposed zebra crossing.
- Following high number of objections received to this proposal and following the meeting with the Town Council it is suggested that the zebra crossing be deleted from the scheme. It is however recommended that the raised table in this location as an uncontrolled crossing remains.*

Conclusion and the Way Forward

11. The proposed design is based on the guidelines from the London Cycling Design Standard 2005 and Transport for London (TfL) Streetscape Guidance. The Design Manual for Road and Bridges [DMRB] 1992 standards and Department for Transport [DfT] specifications were used for traffic calming design. All proposed features are compliant with current standards.

12. Traffic calming is targeted at reducing the adverse impact of motor vehicles on built up areas. The most effective traffic calming measures for reducing vehicle speeds involve vertical shifts in the carriageway, such as road humps and speed cushions.

Studies have shown that traffic calming can reduce collision levels by up to 40%, and have a significant impact on reducing the severity of injuries. Air pollution can also be reduced.

Additionally traffic calming can by reducing vehicle speeds, provide more space for pedestrians and cyclists, and improve the local built environment.

13. In conclusion the comments raised by the residents and Town Council have been carefully considered, and the following changes incorporated to reflect their views:

1. Inclusion of an enhanced gateway feature and provision of a vehicle activated at the A1 Junction.
2. Removal of the zebra crossing north of Engayne Avenue, but the raised table to remain.

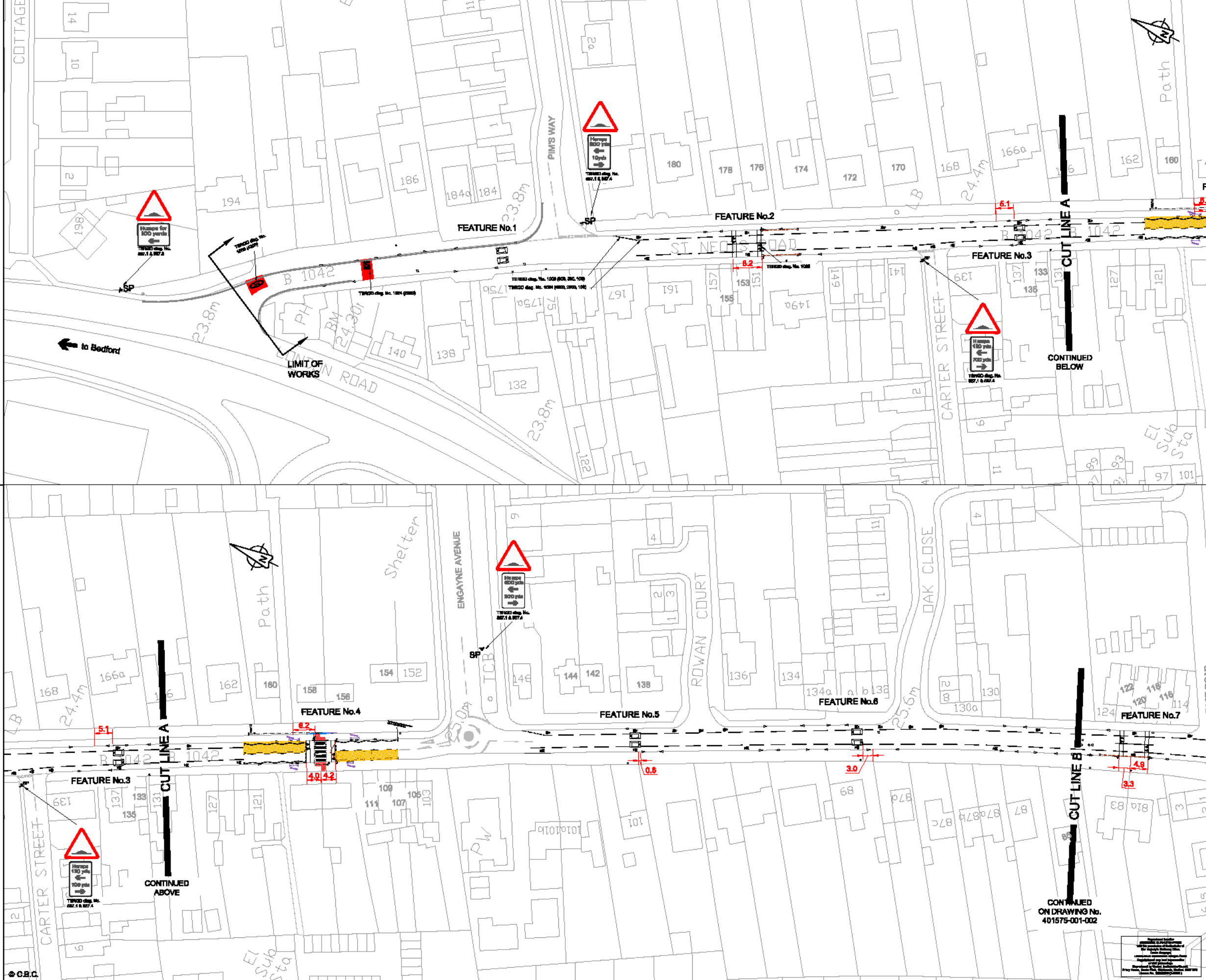
14. It is felt that proposed traffic calming features strike the right balance between ensuring the safety of cyclists and pedestrians, and the amenity of residents and should remain

15. It is therefore recommended that the scheme as amended by this report be approved for implementation.

Appendices:

- Appendix A General Arrangements. Plan 1.
General Arrangements. Plan 2.
- Appendix B Public notices
- Appendix C Objections to proposals

APPENDIX A



- NOTES**
- This drawing to be read in conjunction with drawing No. 401575-DD-001-002, 401575-DD-001-003 & 401575-DD-001-008.
 - Setting out of all works to be agreed on site with Engineer.
 - All road markings and traffic signs to be in accordance with the Traffic Signs Regulations and General Directions 2002 and The Traffic Signs Manual.
 - All sign posts to be mounted on existing lighting column/sign posts where possible.
 - All signs to be mounted at height of 2.40m minimum, except those on bollards.
 - All signs to have a minimum clearance of 600mm from face of kerb.
 - All road markings to be of thermoplastic type unless shown otherwise.
 - Iron work such as manhole covers to be made flush with carriageway and checked to make sure that their total resistance is compatible with that of the surrounding carriageway/high friction surfacing (where applicable) within the extent of the works.
 - All existing street furniture and existing restrictions to remain unless shown otherwise.
 - Refer to CBC standard drawings for construction detail of kerbs, gullies, footway, edging, tactile paving and carriageway reinstatement.

- KEY:**
- PROPOSED 400x400x86mm RED COLOUR TACTILE PAVING
 - PROPOSED 60x180mm PRECAST CONCRETE EDGING
 - EXISTING KERB
 - EXISTING TRAFFIC ISLAND
 - PROPOSED 400x400mm GULLY
 - PROPOSED GULLY CONNECTION
 - PROPOSED WHITE COLOUR ROAD MARKINGS
 - EXISTING ROAD MARKINGS
 - PROPOSED SIGN AND POST
 - PROPOSED SIGN MOUNTED ON EXISTING LAMP COLUMN
 - PROPOSED SIGN MOUNTED ON EXISTING SIGN POST
 - PROPOSED BELISHA BEACONS
 - PROPOSED BUFF COLOUR HIGH FRICTION SURFACING
 - PROPOSED RED COLOUR HIGH FRICTION SURFACING

Rev	Revision details	Chk'd	App'd	Date

Drawn: PB	Preliminary
Design: PB	For comment
Check: AC	For tender
App'd: NC	For construction ✓
Date: 18/08/2010	As constructed
	Other

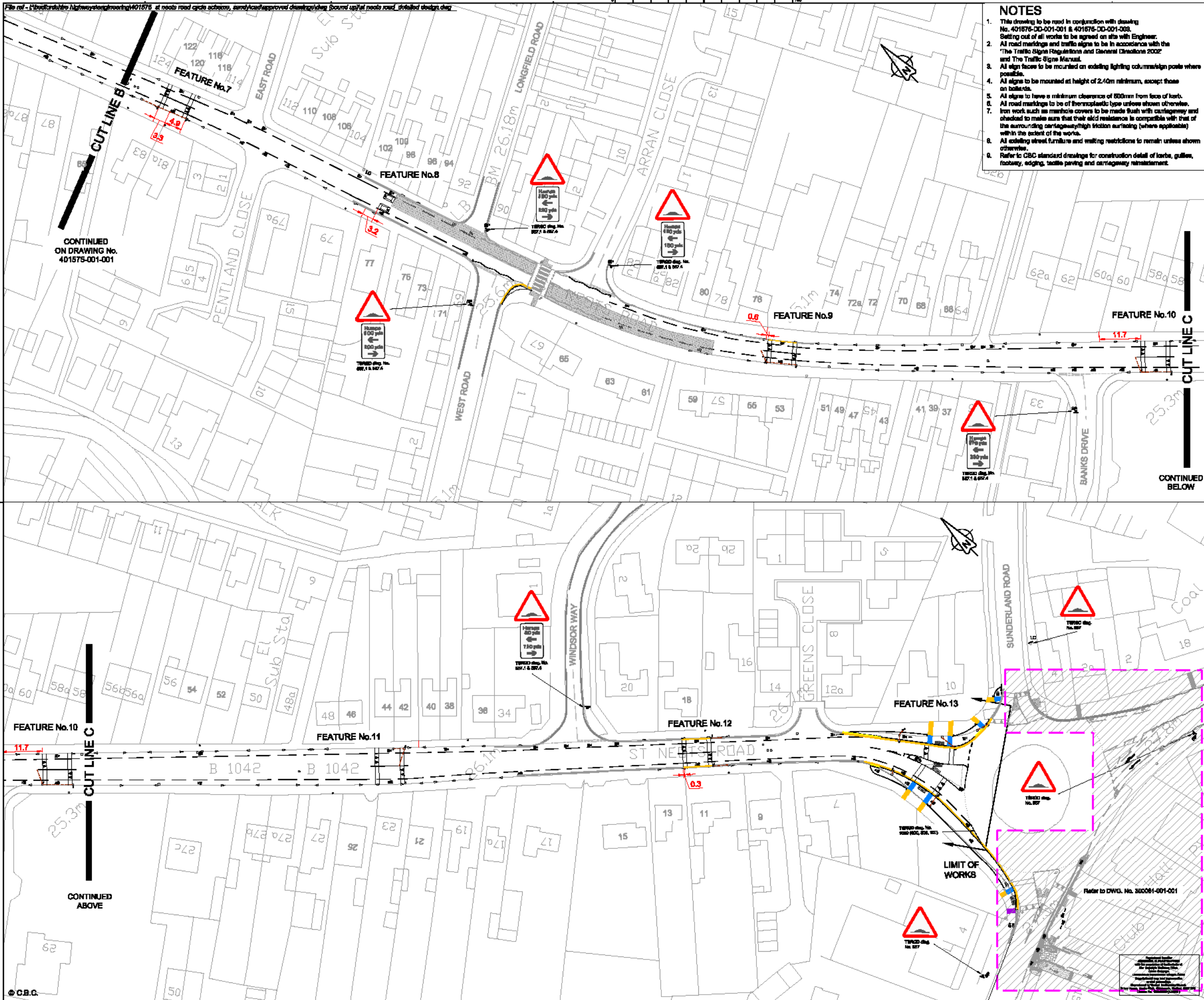


Project Name
St Neots Road Cycle Scheme

Drawing Title
**Bedfordshire Highways - Transportation
General Arrangements,
Plan 1
Sheet 1 of 8**

Original Drawing Size: A1
Scale: 1:500
Dimensions: -

Drawing No. 401575-DD-001-001	Rev -
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- ### NOTES
- This drawing to be read in conjunction with drawing No. 401575-DD-001-001 & 401575-DD-001-002. Setting out of all works to be agreed on site with Engineer.
 - All road markings and traffic signs to be in accordance with the 'The Traffic Signs Regulations and General Directions 2002' and The Traffic Signs Manual.
 - All sign faces to be mounted on existing lighting column/sign pole where possible.
 - All signs to be mounted at height of 2.40m minimum, except those on bollards.
 - All signs to have a minimum clearance of 800mm from face of kerb.
 - All road markings to be of thermoplastic type unless shown otherwise.
 - See work with an available camera to be made from with contingency and checked to make sure that track acid resistance is compatible with that of the surrounding carriageway/high friction surfacing (where applicable) within the extent of the works.
 - All existing street furniture and walling restrictions to remain unless shown otherwise.
 - Refer to CBC standard drawings for construction detail of kerbs, gullies, footway, edging, tactile paving and carriageway reinstatement.

- ### KEY:
- PROPOSED 400x400x65mm BUFF COLOUR TACTILE PAVING
 - PROPOSED 400x400x65mm CORDUROY TACTILE PAVING
 - PROPOSED 400x400x65mm TRAMLINE TACTILE PAVING
 - PROPOSED 400x400x65mm LADDER TACTILE PAVING
 - PROPOSED 125x255mm BULLNOSED CONCRETE KERB
 - EXISTING KERB
 - EXISTING TRAFFIC ISLAND
 - PROPOSED GLASDON JUBILEE BOLLARD COMPLETE WITH SOCKET
 - KEEP LEFT SOLAR POWERED BOLLARD
 - PLAIN FACE RETRO-REFLECTIVE BOLLARD
 - PROPOSED 400x400mm GULLY
 - PROPOSED FOOTWAY GULLY
 - PROPOSED GULLY CONNECTION
 - EXISTING ROAD MARKINGS
 - YELLOW COLOUR ROAD MARKINGS
 - PROPOSED SIGN AND POST
 - PROPOSED SIGN MOUNTED ON EXISTING LAMP COLUMN
 - PROPOSED SIGN MOUNTED ON EXISTING SIGN POST
 - EXISTING HIGH FRICTION SURFACING

Rev	Revision details	Chkd	Appd	Date
Drawn: PB				Preliminary
Design: PB				For comment
Check: AC				For tender
Appd: NC				For construction <input checked="" type="checkbox"/>
Date: 18/08/2010				As constructed
				Other



Client
Central Bedfordshire

Project Name
St Neots Road Cycle Scheme

Drawing Title
Bedfordshire Highways - Transportation
**General Arrangements,
Plan 2**
Sheet 2 of 8

Original Drawing Size: A1	Scale: 1:500	Dimensions: -
Drawing No: 401575-DD-001-002	Rev: -	

APPENDIX B

PUBLIC NOTICE

HIGHWAYS ACT 1980



Central
Bedfordshire

PROPOSED TRAFFIC CALMING MEASURES – ST NEOTS ROAD, SANDY BETWEEN ITS JUNCTIONS WITH A1 LONDON ROAD AND BEDFORD ROAD

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct various traffic calming measures under Section 90 A-I

of the Highways Act 1980 and all other enabling powers on St Neots Road, Sandy, as part of a proposed Traffic Calming Scheme to reduce vehicle speeds and to improve road safety and the environment for local residents.

The proposed traffic calming measures include:-

- 7 Flat-topped Road Humps, coincidental with uncontrolled crossing points, which extend from kerb to kerb, approximately 6 metres long and 75mm nominal height above existing carriageway levels with ramps not steeper than 1:15.
- 1 Raised Table, coincidental with Zebra Crossing, 75mm nominal height above existing carriageway level.
- 5 Speed Cushions in pairs, each 3 metres long and 1.7 metres wide with a 1metre gap in between and 75mm nominal height above existing carriageway levels.

The numbers below refer to locations shown on the plan that is available for public viewing as explained below.

Raised tables are proposed to be sited at the following locations in Sandy:-

2. St Neots Road, centered approx. 0.5 metre north of the boundary between property nos.176 and 178.
4. St Neots Road, centered approx. 1.5 metres north of the boundary between property nos.156 and 158, coincidental with a zebra crossing. (A separate notice for the proposed zebra crossing has been published).
7. St Neots Road, centered approx 1 metre south of the boundary between property nos.120 and 122.
9. St Neots Road, centered approx 2.5 metres south of the boundary between property nos. 53 and 55.
10. St Neots Road, centered approx 1 metre south of the boundary between property nos.58 and 58a.
11. St Neots Road, centered approx 1.5 metres south of the boundary between property nos. 42 and 44.
12. St Neots Road, centered approx 1 metre north of the boundary between property nos.16 and 18.
13. St Neots Road, centered approx 1 metre south of the boundary between property nos.10 and 12. The raised tables will be situated on both sides of the proposed traffic island on St Neots Road adjacent to the Bedford Road/High Street/Sunderland Road roundabout.

Speed cushions, installed in pairs are proposed to be sited at the following locations in Sandy:-

1. St Neots Road, 1 metre north of the boundary between property nos. 175a and 175b.
3. St Neots Road, opposite property no. 166a.
5. St Neots Road, opposite property no. 101.
6. St Neots Road, opposite property no. 89.
8. St Neots Road, opposite property no. 77.

Further Details of the proposals and a plan can be examined during normal office hours at Sandy Town Council, Council Offices, 10 Cambridge Road, Sandy, SG19 1JE and normal opening hours at Sandy Library, Market Square, Sandy, SG19 1EH. Telephone Piotr Bogusiewicz, Bedfordshire Highways on 0845 365 6149 for further advice on this proposal.

17th September 2010



PUBLIC NOTICE

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED ZEBRA CROSSING - ST NEOTS ROAD, SANDY

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 St Neots Road, Sandy between its junctions with Carter Street and Engayne Avenue. This will provide a safe crossing point, this will improve road safety and reduce the risk and severity of pedestrian injuries. This proposal aims to improve walking routes to schools in Sandy as well as providing benefits to the wider community.

The location of the proposed raised zebra crossing is as follows:-

St Neots Road, Sandy, located approximately 1.5 metres north of the boundary between property nos. 156 and 158. (A separate notice for the proposed flat top road hump has been published.)

Further Details of the proposals and a plan can be examined during normal office hours at Sandy Town Council, Council Offices, 10 Cambridge Road, Sandy, SG19 1JE and normal opening hours at Sandy Library, Market Square, Sandy, SG19 1EH. Telephone Piotr Bogusiewicz, Bedfordshire Highways on 0845 365 6149 for further advice on this proposal.

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

17th September 2010

APPENDIX C

Representations on Traffic Calming proposals

1. Positive

- Subject: *Traffic calming in St. Neots Road, Sandy*
Re: your letter ref: PB/44142/3.12

Thank you for your letter regarding the proposed traffic calming measures in St. Neots Road. As a resident I felt I must write to say how delighted I am to hear of these measures. The speed and quantity of traffic on St. Neots Road has been a problem for a long time, but recently the amount of late-night/early morning speeding and reckless driving has become extremely disturbing and disruptive. Add to this the speed of traffic at peak hours, and the situation is verging on intolerable! I can only congratulate you and the Council on making this decision, and would be interested to know how soon the work will begin?

With grateful thanks again.

XX St Neots Road, Sandy

- Subject: *Traffic calming in St. Neots Road, Sandy*

Following our previous correspondence, I was wondering what the latest update is on the proposed Traffic Calming? In your previous email you said that work was due to begin on October 25th, and the pavement utilities have certainly been marked for the work.

Many thanks,

XXX

- Subject: *Traffic calming in St. Neots Road, Sandy*

I am most grateful for your speedy reply.

Forgive me sounding off to you, but I can only imagine that the people in St. Neots road who object to the proposals are the same people who drive along it at 50 miles an hour, with no thought for others. Also, if the majority of people want it, then surely the law of democracy (by which I hope at least some areas of this country are still governed) says that a majority decision should be enough? As to the individual on the town council, again surely democracy should rule?

If there is anyone I can contact further to register my dismay at this delay please let me know.

Many thanks again for your swift reply.

XXX

-
- Subject: *Traffic calming in St. Neots Road, Sandy*

My wife and I fully support the traffic calming measures proposed for St Neots Road.

XX

XX St Neots Road, Sandy

-
- Subject: *Traffic calming in St. Neots Road, Sandy*

Just a quick email to say I was very happy to get the letter dated 16 Sept about the proposed measures on St Neots Road and strongly support these plans.

X (X St Neots Road)

- Subject: *Traffic calming in St. Neots Road, Sandy*

Thank you for the correspondence regarding the above proposed works on St Neots Road. I live at XXX and am all for the improvements to road safety. Too many times have there been cars driving in excess of what sounds and looks like 50mph. I hope this helps.

XX
XX St Neots Road, Sandy

- Subject: *Traffic calming in St. Neots Road, Sandy*

As the residents of XXX, St Neots Road, Sandy, Beds, I have a few concerns and questions about the proposal. Calming measures are needed for St Neots, but the speed in which vehicles exit the A1, I think that some measure needs to be in place way before my property as residents all ready have to watch out for speeding vehicles much before XXX, St Neots Road.

If the speed cushions were put in between 175a and 175b would this restrict the parking outside the property and there is enough room for two vehicles to be parked at the moment?

XXX & XXX

XXX St Neots Road, Sandy
Subject: *Traffic calming in St. Neots Road, Sandy*

Thank you for your PB/44142/3.12 dated 16 September 2010 in the above connection. I have pestered the council for many years to do something about speeding on St. Neots Road but now I cannot help thinking your plans are "overkill", nevertheless I have no material objections and welcome the plans coming to fruition.

Regards,
XXX

Subject: *Proposed Traffic calming measures on St. Neots Road, Sandy.*

This Authority has considered the proposed Traffic Regulation Orders as outlined in your letter dated the 16th September 2010, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.

It is disappointing to hear that the scheme has met with objections, this road is a speed complaint area that has received enforcement attention from our officers and the camera enforcement team.

Regards,

Steve Welham.
Bedfordshire Police Traffic Management.

2. Negative

- Regarding the proposed traffic calming measures for St Neots Road, Sandy.

In response to the letter received from Nick Chapman, Transportation Manager, we have one comment and two questions:-

1. Speed Cushions wreck car tyres by distorting the inner surface of the tyre. Please can they be replaced by raised tables instead? Alternatively how about chicanes, which are cheaper and easier to install.
2. When is the work scheduled to commence? Will it be done at the same time as the work on the pavements?
3. How long will it take to complete?

Thank you for the detailed information supplied and for consulting us.

XXX

XXX St Neots Road, Sandy

- Regarding the proposed traffic calming measures for St Neots Road, Sandy.

We have taken some photos of speed cushions at the St Neots Road end of Engayne Avenue. They are attached. You can see how the metal edging is protruding above the 'cushion' thus causing untold damage to tyres. All unbeknown to the driver. When it is revealed, they will not be able to identify the cause, when and where. Hence our concerns about speed cushions, generally.

XXX

XXX St Neots Road, Sandy

- Regarding the proposed traffic calming measures for St Neots Road, Sandy.

Thank you for this information.

We do hope that there will be some amendments to the original proposals, both in the interests of road safety and for the quality of life of residents. The impression we had from the meeting is that the main speeding problems are at the North and South ends of the road. So maybe we can reduce the number of tables in the intervening part and, we hope, do away with speed cushions altogether.

We await developments with interest!

XXX

XXX St Neots Road, Sandy

-
- Subject: *Traffic calming in St. Neots Road, Sandy*

The traffic calming measures, that we probably do not get a chance to halt at this point, are an extremely unpopular idea. I do not accept the argument given that these plans are to promote road safety, and i think the council would be hard pressed to give evidence to that point based specifically on St Neots Road. In an ideal world residents of the road would have the choice to put these in if desired, we have not been given this choice and we do not have any desire for them either. Please outline any way in which the proposal may be stopped and please spend the money you are given for the maintenance of our roads in a more useful manner. Thank you for anything you can do to stop this, we would rather the money be given to charity where it stands more of a chance of being used wisely.

XXX

-
- Subject: *Road humps in St. Neots Road, Sandy*

I have seen the notice in this week's Chronicle concerning "Proposed Traffic calming measures - St Neots Road, Sandy". I am very worried that they are proposing to build what are usually called "humps".

These humps will cause considerable noise and seismic vibrations and result in damage to the houses in the road. They will affect our quality of life. There will also be added pollution as vehicles slow down and then accelerate to negotiate and then exit the humps.

I live at No. XX St Neots Road, and used to be woken in the morning by the vibrations from Bank's lorries when they had their premises in the road - and that was just over a small crack in the road surface. Goodness knows what it will be like with humps, which are basically "inverted potholes".

Humps will slow down ambulances and fire engines on this busy road (we seem to get at least one a day - often more). They will affect for example, people getting ready to get off buses at the bus stops, and any unsteady or elderly cyclists. I feel that a better solution would be a mixture of:

- chicanes with unidirectional priority;
- automatic illuminating 30 signs;
- closure of the southbound A1 junction (at least at peak times) to minimise rat-running. This has always been a particular problem from around 08:30 to 09:15 on weekdays;
- change in the speed limit on the road to 20 mph.

Do you agree with me in my reservations?

I know there is a time limit on the public's ability to comment on and influence these matters, so I look to you for advice on what my best strategy will be to change these flawed plans while there is still time.

XXX

Ps. We badly need some traffic calming on the entry to Sunderland rd from the roundabout with Bedford Road / St Neots Road. For this section I would propose a width restriction just beyond the traffic island. (HGVs are obliged to go round via the North in any case). How there are not fatalities here every day I do not know: Motorists speed off the roundabout and slow towards parties of schoolchildren without indicating twice daily during the week!

-
- Subject: *Proposed traffic calming measures St Neots Road, Sandy*

Whilst I am all in favour of some traffic calming measures down this road, I do question if the details outlined in your communication of 16 September are somewhat excessive.

I also wonder how these measures will affect the Emergency Services who use this road on a very regular basis. There may also be issues with residents' parking as I assume with the raised tables parking will be reduced. I also do not see the need for a cycle path having almost had an accident whilst using the existing path at Sandy roundabout. In my view, on this type of road cyclists fair better when merged with other road users.

XXX

Resident of St Neots Road

-
- Subject: *St. Neots Road, Sandy*

Speeding not as prevalent as 4/5 yrs ago.

(a) Speed humps not necessary. There are many more parked vehicles slowing traffic & humps create dazzle for drivers at night.

(b) regular congestion leading to Bedford/Sunderland/High St especially mornings.

(c) humps will slow emergency vehicles as in High St.

XXX

Representations on Zebra Crossing proposal

Objections

- Subject: *Traffic calming in St. Neots Road, Sandy*

I would like to bring to your attention the following regarding St Neots Road calming measures;

1. Why can the pedestrian crossing not be placed on the other side of the mini roundabout near to No 101, where it does not interfere with the cars that are parked this side of the roundabout due to the fact that most houses do not have off road parking, also most students crossing the road for the Upper School do so near No 101.
2. What is the point of putting a cycle lane past house No 103 when there is parked cars there.
3. There are too many road humps which will add to more pollution from cars that will have to travel in a lot lower gear the length of St Neots Road.

Mr X
X St Neots Road

- Subject: *Traffic calming*

My name is XXX and I live at XXX St. Neots Road with my husband, and the reason I am e-mailing you is in response to the letter the residents of St. Neots Road received from Amey highways & transport.

We can understand the reason for the traffic calming measures that are being proposed as most drivers do speed down our road.

Could you give us more information as to why you feel the need of a zebra crossing sited outside no 115/117 as there has never been a problem crossing St. Neots Road, which I do most days to go to the shop in Engayne Avenue. The cars are normally slowing down by the time they are nearing the roundabout. St Neots Road north of Engayne Avenue is nowhere near as busy as 95% of the traffic travelling along St Neots Road emerges from Engayne Avenue and turns left into St. Neots Road to go towards Sandy town.

If it is felt that a zebra crossing is needed would it not be better sited the other side of of the St. Neots/ Engayne Avenue roundabout as this is where most women with prams and children cross also majority of pupils from the upper school come and go in the direction of the town. Also it would cause less disruption as the houses along that stretch of the road have driveways and there is no need to park in the road, where as if you site the zebra crossing where you propose it will cause parking problems for residents from no. 107 to 123 of which my house is one.

With approx 10 houses affected I believe this could cause quite a lot of bad feeling with residents vi-ing for parking places which will change the whole atmosphere of this part of the road.

I look forward to your reply. Thank you

XXX

- Subject: *Traffic calming*

Thank you for your e-mail about the alternative proposal to save some parking spaces along St. Neots Road but in actual fact it is not more acceptable to me and my husband as we live in one of the houses directly affected. As you would have read in my first e-mail to you we live at number XXX St. Neots Road. My husband and myself are not in the best of health as I suffer with arthritis in my joints and my husband suffers with 'copd' so neither of us want to park far from our house as this could well be the case.

Can you explain why you believe the proposed site of the zebra crossing is more suitable this side of Engayne Avenue than the other as mentioned in your e-mail?

XXX

- Subject: *Proposal for St Neots Road*

I am Abbie North of XXX St Neots Road, Sandy. I'm mailing with regard to the proposal of the raised table- Feature No. 2 on your plans for the proposed "Traffic calming measures on St Neots Road, Sandy".

I have a few concerns regarding this proposal.

My Main concern is that we are a terrace of 4 cottages. Where we live and our front doors are approx 3 metres from the road, we have no drive or garden to park our vehicles. At present we all park our cars in a row outside our row of houses; we can get about 6 cars parked out there if people park considerately. I'm slightly worried that if these raised tables go ahead, will we still be able to park outside our houses? Or will there be hazard markings on them or double yellow lines to prevent us all from parking out there?

We have absolutely no where else to park and this would make quite an impact to buyers when we want to sell our house.

Also my other concern is that as I've already said we have absolutely no front garden at all. We are approx 3 metres (maybe even less) from our front door to the the road, so there is very little between us and the traffic to act as a sound barrier from the noise of vehicles clanking over them a million times a day. We already have double glazed windows but still feel this will be extremely noisy.

My other concern is how much money is this costing and is it really necessary to put quite so many traffic calming measures on 1 road. To my knowledge, and I have lived here for 8 years. I have seen an accident or a child get knocked over or even an incident involving someone's pet. I think maybe other measures could be considered before making such a mess and congestion whilst putting these proposals into action, maybe consider lowering the speed limits or putting speed cameras or those slow down light systems.

I'd appreciate your advice regarding the parking restrictions we may face if these proposals go ahead. Thank you for your time

Miss X and Mr Y
XXX St Neots Road, Sandy

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- Subject: *Calming measures on St Neots Road, Sandy*

To Whom It May Concern:

We are writing to voice our concerns with regard to the Pedestrian crossing which is proposed for outside our property.

The drainage on the road cannot always cope with the heavy rainfall we sometimes have and when it is really bad it ends up coming down our drive as the road slopes slightly from the roundabout. If the crossing goes ahead there will be the drain by the roundabout and then the other drain will be the other side of the crossing meaning that the water has nowhere to go except either into our front garden and front door or down our driveway. Either way this would cause us great concern and possibly damage.

We also feel that the crossing would be very imposing as we have a very small front Garden and also sleep at the front of the house. Not enough people use this side of the road to cross to the other side to warrant a crossing being put there and feel that if the speed humps were in place that would be sufficient for the traffic to be slower to enable the few people who do cross the road to cross safely. Most of the traffic on St Neots Road comes from Engayne Avenue area and then proceeds towards the town centre. We are aware that there is a footpath which leads onto Western way but this is used by very few people as they seem to use the other path on All Saints Way.

Should you proceed with the positioning of a crossing and especially a raised hump directly outside our property we would like to put you on notice that any subsequent damage caused by flood water into our house and any work needed to prevent any future damage from flood water will be your responsibility and will be done at your cost.

Mr & Mrs XXX
XXX St Neots Road
Sandy

-
- Subject: *Traffic Calming down St Neots Road*

My name is XXX and I'm the owner of XXX St Neots Road. I moved out of my property on the 16th September to relocate to Stratford Upon Avon due to a change in career, however I still own my house and now currently renting out.

As I wasn't living in my property when this letter arrived stating the traffic calming measures that are supposed to take place, I was none of the wiser until one of my neighbours informed me at the weekend. Please can you explain to me why this is happening?!!!! Yes cars do tend to go faster down the upper section of our road as they've just come off the

A1 but have slowed down by the time they get to the roundabout for Engayne Ave. Most traffic does come from the town, turning up to school at Engayne Ave, so wouldn't a zebra crossing be more suitable.

We are a small row of terraced houses and most of the residents rely on road parking. Some residents have elderly family that visit, so rely on being able to park outside or near their house. Some carry heavy boxes and tools and need to empty their cars regularly, so again need to park outside or near their house. By putting in this traffic calming outside

9 properties of which most rely on road parking, you will affect many people and many more because you will restrict the easy of parking down the whole of the road.

Where will people who are visiting the chapel park? Often they are using our section of the street to park, so we have to park down the street.

Are you proposing alternative parking nearby?

On another matter, I've spoken to Daniel Davie at Inskip and Davie which is the estate agent who market my house for rental and he has said by putting traffic calming outside my property this will affect the selling and rental value - I would be looking to you for compensation!!!

Few children, adults or families cross our road in the morning or evening, most come from the direction of the town. Would putting a traffic calming/ zebra crossing before the mini roundabout make far more sense as there would be little disruption to parking as the majority of properties there have driveways and garages!!!

Please consider the trouble this will cause myself and my past neighbours in so many ways!!!

I await to hear from you very soon.

XXX

-
- Subject: *proposed Zebra crossing*
Your reference PB/44142/3.12

Looking at the plans the crossing would be outside ours and our neighbours' house. Can you send us any more detailed information? Many cars park outside our house as does family when visiting. We would like to know where there will be parking facilities, and the amount of noise we will have to tolerate if it is built, when cars stop for the crossing?

We are also concerned how difficult it will be to get in and out of our driveway. We have problems now due to cars parking down the road, but with a crossing we will barely have enough room to turn before we are on top of the crossing.

Looking at the proposed plans, light from the beacon will flash through our windows.

The other crossing in St Neots Road is not positioned near any ones access to their car driveway or where cars park.

We agree with the proposal for calming measures but are concerned regarding the position of the crossing.

Look forward to hearing from you with more information.

Mrs XXX

XXX St Neots Road, Sandy

- Subject: *Zebra crossing, St. Neots Road*

After looking at the amended plans, I am still not happy with the crossing as are my neighbours. We do not want the crossing outside of our houses.

We are also in contact with Chris Heard and he is aware of all our objections. After reading the local paper there is obviously much wider issues with other residents of St. Neots Road.

Thank you for your reply

Mrs XXX
