
Meeting: Traffic Management Meeting
Date: 26 January 2011
Subject: Traffic Calming – University Way Cranfield

Report of: Basil Jackson

Summary: The purpose of this report is to present to the portfolio holder for safer communities and healthier lifestyles representations received on the proposal to implement traffic calming measures in University Way Cranfield and to seek approval for a course of action .

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk

Public/Exempt: Public

Wards Affected: Cranfield

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

A budget of £30k has been identified to implement this scheme and local frontagers are contributing to it

Legal:

None as a result of this report.

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 Safety:

Revised road layouts and traffic calming would improve safety

Sustainability:

None as a result of this report

RECOMMENDATION(S):

That the Portfolio Holder for Safer Communities and Healthier Lifestyles is requested to note the contents of the report and to agree to implement the scheme as proposed.

Background and Information.

1. For a number of years now University Way Cranfield has been utilised as a place where cars are paraded and used in a way which .
2. This activity is generally confined to the summer months and happens during evening time. It comprises, amongst other activities, vehicles being paraded between the roundabouts and then 'drifted' or slid around the roundabouts. It is also believed that oil or other substances have been spread onto the road surface of the roundabouts to aid this with a consequent lack of grip and potential hazard for other road users.
3. As a consequence of the actions there are also considerable numbers of additional vehicles that belong to 'spectators' parked along the road and verges and all in all this is a considerable attraction for those wishing to participate in this type of activity.
4. The location is now the subject of video clips on social networking sites and as a result it is well known amongst the car fraternity.
5. This situation has been the subject of many complaints both to the Council and the Police over a number of years. The police have taken enforcement action and moved vehicles on but cannot maintain the necessary level of presence to force this practice to cease.
6. A number of meetings have taken place over time that have involved the Police, local council, highway officers and local stakeholders whose properties are accessed from the lengths of road affected.
7. Employees of those stakeholders that work unsocial hours feel intimidated by the numbers of people and the activities taking place and have difficulty entering and leaving premises.
8. A range of possible highway engineering schemes that would prevent the actions have been considered and costed. None of the schemes proposed have, however, been assessed at sufficiently high priority on highway safety grounds to implement them ahead of more necessary highway works.
9. The location of this activity is such that. In the main, whilst it is undoubtedly anti-social and in many cases borderline legal those really affected are restricted to the frontagers accessing their premises from the affected roads.

The Way Forward

10. Despite the lack of public funding available to address this situation there have been continuing discussions and the preferred solution is to implement sufficient traffic calming features on the affected length of road.
11. This will comprise a number of road humps spaced such that excessive speeds up to and around the roundabouts will no longer be possible.
12. A number of the frontagers in conjunction with Central Bedfordshire Council and Bedfordshire Police have agreed to fund this work in partnership. These partners are Trafficmaster, Nissan, St Modwens, Cranfield University, Bedfordshire Police and CBC. Each partner has pledged to provide £5000 with any shortfall being provided by CBC. Current estimates are that the work can be provided within this budget.
13. The proposal to implement this scheme was advertised between 9th December and 7th January. Appendix B
14. Two objections were received by email and are as shown at Appendix A. Both objections were from employees of the same company, not one of those participating in the funding. The objections refer to the proportionality and appropriateness of the measures. Whilst it is understood that this could be thought to be solely a policing matter the reality is that the police cannot deploy sufficient resources often enough to fully control this situation.
15. In respect of the measures being disproportionate they represent a physical barrier to the activities in question such that further resources do not need to be employed to address them. In that respect the costs incurred, being spared between the frontagers and the authorities represent value for money for all parties.
16. In addressing the two objections, whilst their comments are appreciated, it is considered that the overall benefit to the area outweighs the concerns raised. The amount of time and concerns expressed in respect of this situation and the willingness of the frontagers to contribute to the scheme evidences the local feeling and whilst it is accepted that people wish to display and race their cars the public highway is not an appropriate place to do so. It is therefore requested that this scheme be approved for implementation.

Appendix A

Objection 1

Dear Sir

I would like to lodge my objection to the proposed "Traffic Calming" measures being proposed on University Way in Cranfield.

The current measures as they are being proposed seem an unnecessary waste of council time and money.

I would like to note that I have worked in Cranfield for over a year now and the behaviour of motorists on this particular stretch of road is impeccable. Adding traffic calming measures to this road will disturb the general flow of vehicles and will only hinder traffic as motorists are forced to continual alterations to their speed over small sections of road. This could possibly lead to more accidents due to driver/pedestrian errors in judging speed over varying speed areas as vehicles accelerate and decelerate in between the traffic calming measures. I feel I should also highlight that the majority of this section of road has a footpath on one side meaning the likely hood of crossing routes is negligible and altering the speed of traffic to below 30mph in sections is unnecessary. A more focused measure to make the area safer should be considered, possibly installing a pelican crossing near to the shops filtering pedestrians to cross in a specified area. Or the introduction of a footpath near the management centre to allow pedestrians to walk there without the requirement to walk on the road.

I also understand one of the main reasons for their introduction is due to so called "boy racers" using the road late at nights. Perhaps the council should log a police requirement for a check at specified times during the night to enforce the speed requirements and behaviour on this road. If the council wish to improve safety in this area this can be achieved by focusing their efforts on the surrounding areas such as the Newport Rd leading to Moulsoe which has several pot holes and road surface alterations which desperately require repair.

Regards

Medway Court
Cranfield
Bedfordshire
MK43 0FQ

Objection 2

Dear Sir/Madam,

I wish to pass on the opinions of the vast majority of our staff based at the Cranfield University Technology Park, in opposing the proposed traffic calming measures at University Way, Cranfield.

We were not consulted about the proposed measures, which we consider an excessive response to issues we have had very limited if any experience of or exposure to, in more than six years we've been at the park.

We remain to be convinced of the need for such measures, which will impose the pain of their consequences on very people they are apparently designed to protect, such as employees working on the technology park.

The area the proposed measures are aimed at very rarely have pedestrians, yet nothing is to be done on arguably the most dangerous stretch of University Way, from the petrol station to the first roundabout, on the Bedford side of University way – which during the day, when pedestrians are present, can be a virtual race track.

On a personal basis, I also dislike the negative connotations of the area that speed bumps will imply to visitors, suppliers and clients who visit us, as well as to staff.

Finally, again personally, as a council tax payer in central Bedfordshire, I object to the spending of taxpayer funds on this proposal.

As people who will be amongst those most affected by the measures, we do hope that the proposal for their introduction will be rejected.

With our best regards,

PUBLIC NOTICE



HIGHWAYS ACT 1980

PROPOSED ROAD HUMPS – UNIVERSITY WAY, CRANFIELD

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct road humps under Section 90 A-I of the Highways Act 1980 and all other enabling powers on University Way, Cranfield, as a part of a proposed Traffic Calming Scheme to reduce vehicle speeds and to improve road safety and the environment for local residents.

The Proposed type of feature will be:-

8 No. Round Top Road Humps, 75mm high and 3.7metres long. The humps are to be laid across the width of the carriageway with a drainage channel approximately 300mm wide next to the kerb face.

Round Top Road Humps are proposed to be sited at the following locations in Cranfield:-

1. University Way (northbound side of dual carriageway) centred approximately 77 metres north of the centre line of Moulsoe Road.
2. University Way (northbound side of dual carriageway) centred approximately 133 metres north of the centre line of Moulsoe Road.
3. University Way (northbound side of dual carriageway) centred approximately 185 metres north of the centre line of Moulsoe Road.
4. University Way (southbound side of dual carriageway) centred approximately 77 metres north of the centre line of Moulsoe Road.
5. University Way (southbound side of dual carriageway) centred approximately 133 metres north of the centre line of Moulsoe Road.
6. University Way (southbound side of dual carriageway) centred approximately 216 metres north of the centre line of Moulsoe Road.
7. University Way (two-way section extending in an east-west direction) centred approximately 154 metres west of the centre line of University Way (two-way section extending in a north-south direction).
8. University Way (two-way section extending in an east-west direction) centred approximately 74 metres west of the centre line of University Way (two-way section extending in a north-south direction).

Further Details of the proposals and a plan can be examined during normal office hours at Technology House as shown below. Contact Estera Twardowska on 0845 365 6086 or email Estera.Twardowska@amey.co.uk for further advice on this proposal.

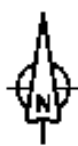
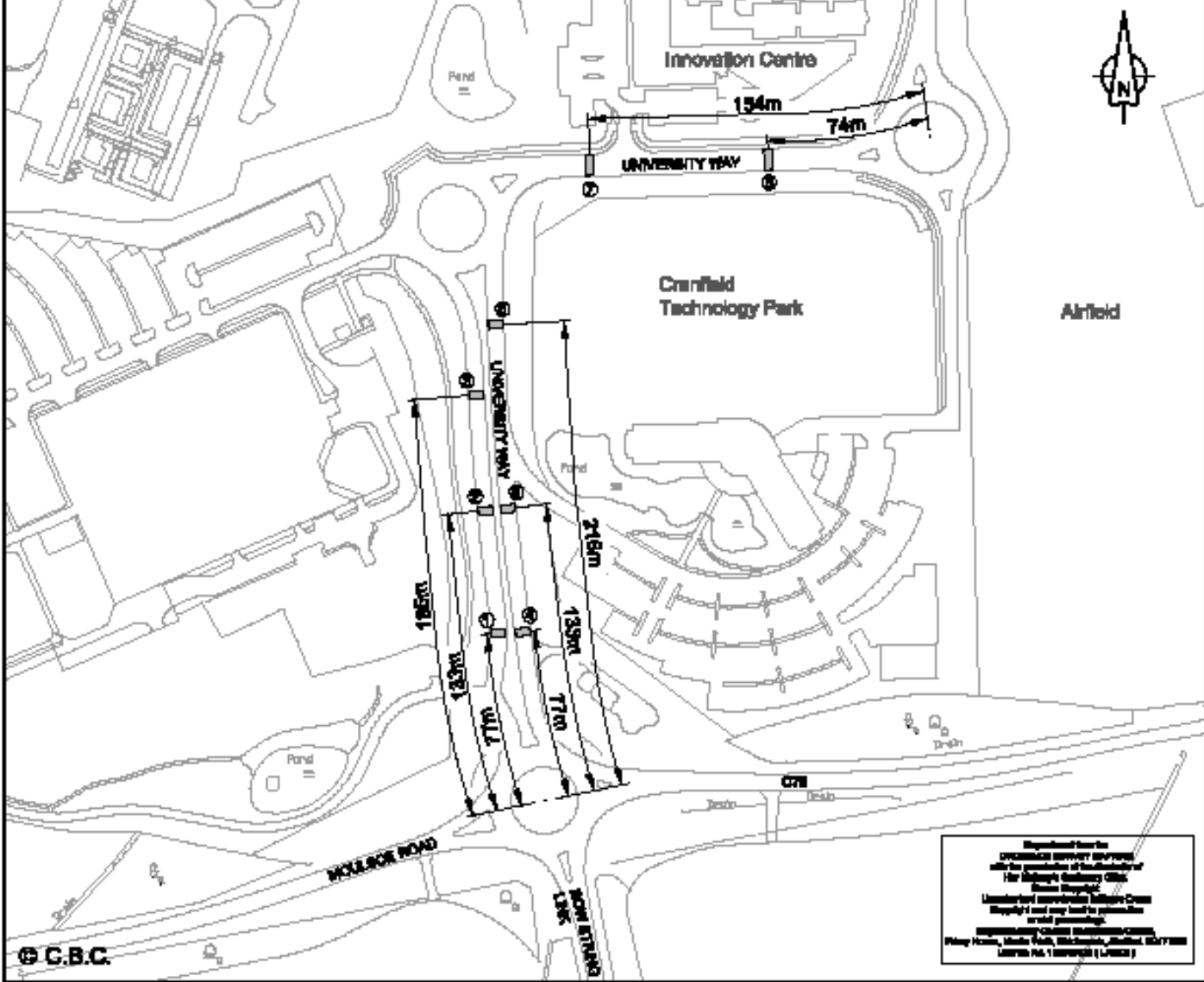
Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 7th January 2011.

Technology House
239 Ampthill Road
Bedford MK42 9QQ

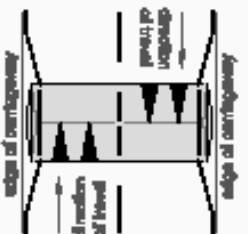
Basil Jackson
Assistant Director for Highways

9th December 2010

File ref - C:\Users\johnd\Documents\405128\university way_cranfield\university way_cranfield\university way_cranfield.dwg 09/07/2019 09:07:00



Max height of a round hump to be 70mm



Rev	Revision details	Chkd	Appd	Date
Design: ET			Preliminary	
Design: ET			For comment	
Chkd: SJCH			For tender	
Appd: NGL			For construction	
Date: 06/02/19			As constructed	
			Other	✓



Project Name
University Way, Cranfield

Drawing Title
Beds Highways - Transportation
Traffic calming

Original Drawing Size: A4
Scale: 1:2000 | **Dimensions:** -

Drawing No
405128-001-003

Rev	
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