
Meeting: Traffic Management Meeting
Date: 26 January 2011
Subject: Western Access Loop Road to Arlesey Station - Resolution of objections to the proposals
Report of: Basil Jackson, Assistant Director of Highways and Transportation.
Summary: To report to the Portfolio Holder for Safer Communities and Healthier Lifestyles the receipt of a number of objections to proposals for a one way system, waiting restrictions and a no right turn ban on the western access loop road to Arlesey Station, and seek approval for the implementation of this scheme.

Contact Officer: David Brown
david.brown@amey.co.uk
Public/Exempt: Public
Wards Affected: Henlow and Arlesey
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety and facilitate the free flow of traffic.

Financial:

Implementation of this scheme will cost £13k and is available from existing budgets.

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:

The proposal will improve road safety

Sustainability:

None as part of this report

RECOMMENDATION(S):

That the proposal to introduce the one way system, waiting restrictions and no right turn can be implemented in two phases, as set out in this report.

Background and Information

1. The south side of this access loop road was the original Arlesey Road, crossing the railway via a level crossing. When the new overbridge and bypass were built the north and east side of the loop were constructed to link to the south side, maintain access to Henlow Lakes and a small disabled car park serving the station; and also to allow the picking up/dropping off of rail passengers.
2. There has been a long standing and worsening problem of indiscriminate, obstructive and illegal parking on the whole length of the western access loop road.
3. This is impeding safe access to the station for both motorised and non-motorised users; it is obstructing access for farm traffic to local farm land; and it is also obstructing access for vehicles, and in particular large vehicles i.e. 18/24 tonne delivery vehicles, articulated vehicles or 10/11m motor homes, to the Henlow Lakes and Riverside property.
4. The proposal was drawn up and formally advertised by public notice in November 2010. Consultations were also carried out with the emergency services and other statutory bodies, the Local Parish and Town Councils and Elected Members. Local land owners were also consulted.
5. Four objections were received in total: All of which objected to the extent of the parking restrictions in some manner; three of which objected based on the possible dispersal of commuter parking into Arlesey; and two of which specifically objected to the one way system.
6. The main points raised can be summarised as follows:
 - a. The proposed parking restrictions are excessive. Alternative ideas, such as allowing parking in the lay-bys on the northern side of the loop, and having restricted hours parking on the south side were put forward.
 - b. The proposed no waiting will mean that more cars will be parked in residential streets in Arlesey which is undeniable.
 - c. The one way gyratory proposals are premature as until the proposed car park is constructed the need cannot be accurately assessed. After it is built, cars could safely enter from both the north and south slip roads (and depart in the evening), without having to pass each other. The only passing would be cars leaving after dropping off.

- d. The proposed one-way system will result in additional mileage and extra u-turns at Henlow roundabout.
7. Bedfordshire Police and Councillor Christina Turner had no objection to the proposals.
8. There were two other respondents in support of the proposals.

Conclusion and the Way Forward

9. In response to the objections Bedfordshire Highways has the following comments:

- a. The current indiscriminate, obstructive and illegal parking on the western access loop road to Arlesey station is restricting safe access to all local properties/businesses.

This is a significant highways safety issue given the proposed construction works due to start in the near future on both the north and south sides of the access road respectively.

It is also impeding safe access to the station for both motorised and non-motorised users.

The parking restrictions are proposed in order to remove indiscriminate, obstructive and illegal parking that is currently undertaken on these access roads. This would allow unobstructed access for vehicles along the carriageway, pedestrians and other users access along the footways, which would be a significant improvement in highways safety.

No waiting at any time restrictions allow for setting down and picking up. Allowing restricted hours parking is difficult to enforce, and so open to abuse.

Retaining parking space within the lay-bys on the north side was considered; however it was decided that these bays should remain clear of parked vehicles to enable them to be used as a safe location for picking up and/or dropping off of passengers. It is impractical to do this in the existing car park due to the lack of space for manoeuvring vehicles.

- b. There is a capacity for approximately 80 no. cars to park on the access road, of which space for approximately 25 no. cars is to remain unrestricted. As part of the final recommendation it is proposed that space for a further 30 no. cars remains unrestricted until the proposed new car park is constructed. This leaves a dispersal of approximately 35 no. cars. It is unclear what impact the parking restrictions will have on dispersal of vehicles into Arlesey, but it is recommended that ad hoc monitoring, and correspondence with Arlesey Parish Council be undertaken to assess impact, and further restrictions considered if necessary.
- c. The one way system is proposed in order to address the highways safety issues associated with this section of highway.

The visibility into the north access road travelling eastbound on the A507 Arlesey Road is very poor; therefore ingress into this narrow access road from the high

speed Arlesey Road with the possibility of another vehicle travelling in the opposite direction to exit onto the A507 Arlesey Road is highly unsafe.

There are considerable safety issues related to vehicles travelling in opposite directions meeting on this access road. This issue is escalated considerably given the regular movements on this access road of farm vehicles, and large vehicles accessing Henlow Bridge Lakes.

- d. Extracts from the Cole Easden Consultations report on access arrangements for the proposed new car park, issued in March 2010:

‘proposed access/egress arrangements and new car park simply formalise existing patterns of usage, and so will not materially affect the operation of the A507/A6001 roundabout. The predicted traffic increases through the roundabout junction are attributable to other committed developments.’

‘The predicted movements along the A507 in forecast year 2021 show a 56%/44% split between eastbound/westbound traffic in the AM peak hour; a pattern that is reversed in the PM peak hour. Should the arrival and departure pattern reflect this tidality, then the potential for U-turners is reduced.’

10. Due to the safety implications of the existing highways layout, and the likely increase in traffic as a result of the proposed car park it is recommended that the one way system, parking restrictions and no right turn ban be implemented as advertised; however, in order to restrict any impact of possible parking dispersion it is recommended that the proposals should be implemented in two phases.

- Phase One (to be implemented this financial year) – to establish the no right turn ban and the extent of parking restrictions that are necessary to allow unobstructed access to local properties only (Please see Appendix E for details)
- Phase Two (to be implemented following completion of the new car park) – To establish the remainder of the parking restrictions and the proposed one way system in full. (Please see Appendix E for details)

Appendices:

Appendix A – Location plan

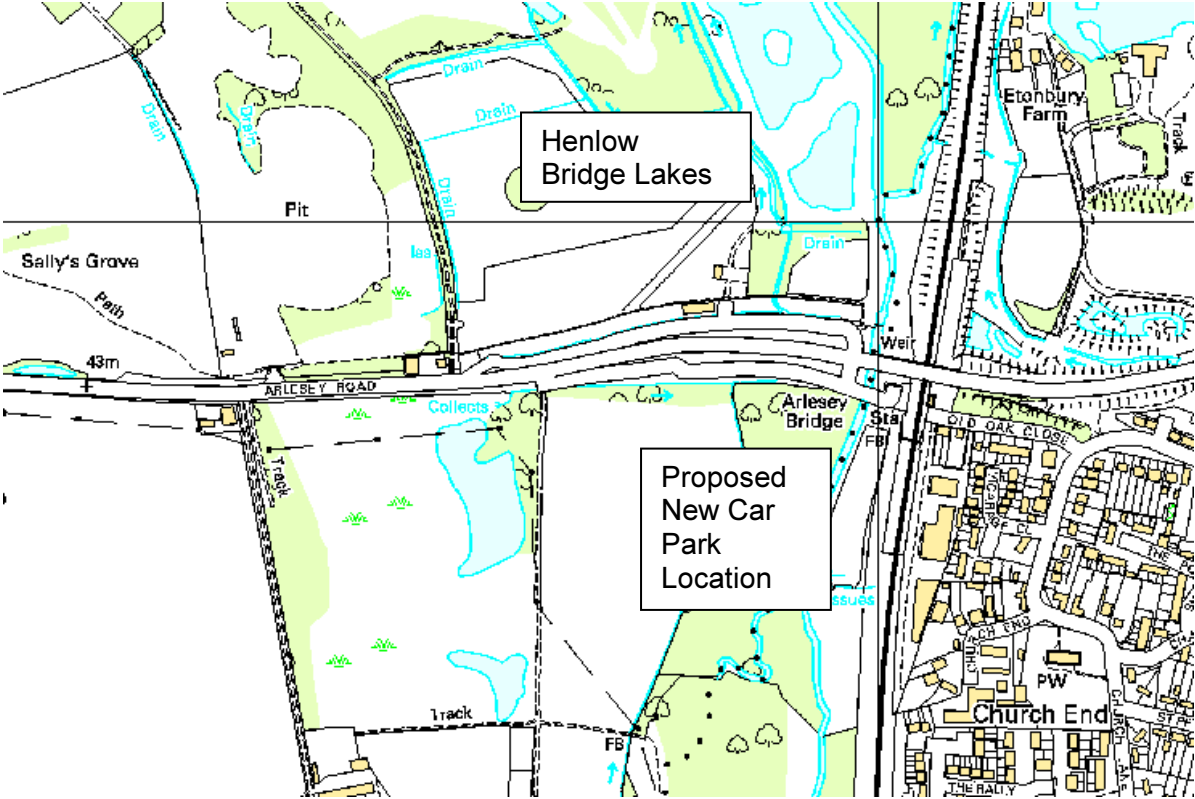
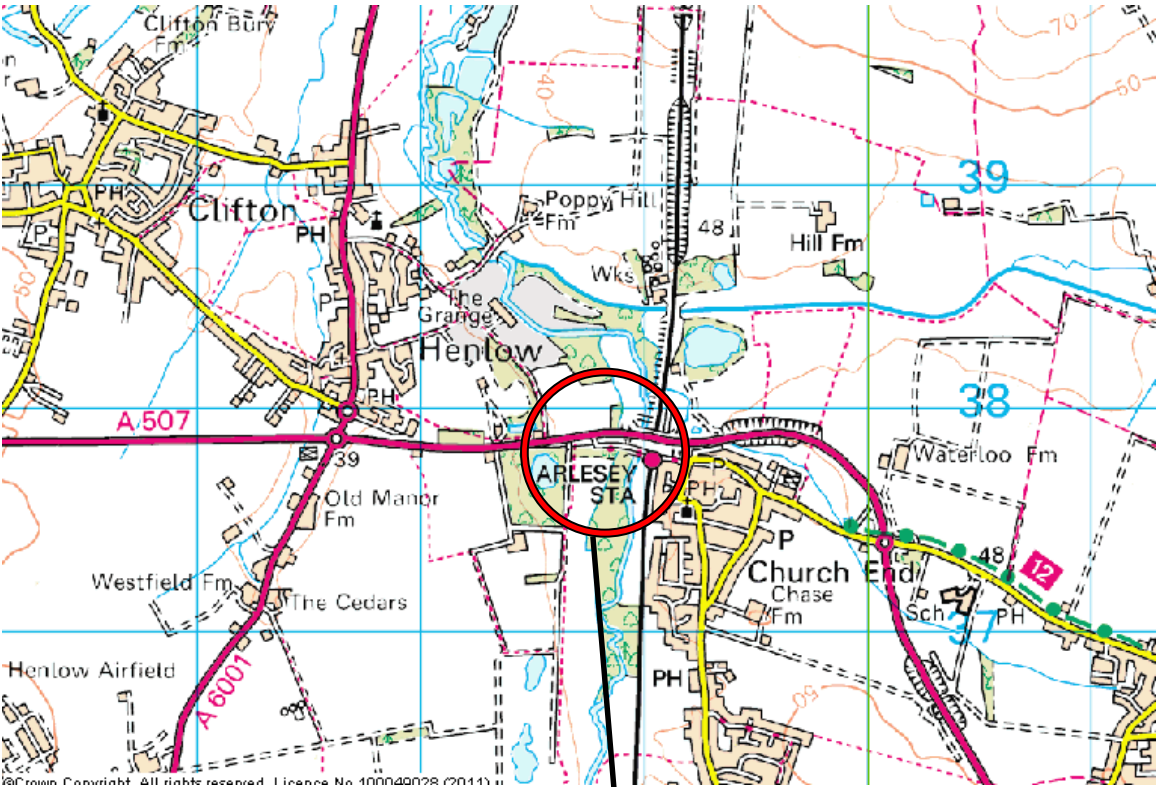
Appendix B – Public notice

Appendix C – Objections to proposal

Appendix D – Other Correspondence

Appendix E – Proposed Construction Phasing Drawings

APPENDIX A – LOCATION PLANS - Western Access Loop Road to Arlesey Station.





PUBLIC NOTICE

Note:- This supersedes the notice that was published on 5th November 2010

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO IMPOSE A ONE WAY TRAFFIC ORDER, RIGHT TURN BAN AND WAITING RESTRICTIONS ON THE WESTERN ACCESS LOOP TO ARLESEY RAILWAY STATION

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting safety due to the limited width of these roads and the extensive parking of vehicles along their length.

Therefore, Central Bedfordshire Council proposes to make a Traffic Regulation Order as follows:

Effect of the Order:

- A. One-way road. To make the western access loop road to Arlesey Railway Station a one-way circulatory system with vehicles travelling clockwise around the system. The Order prohibits motor vehicles and mechanically propelled vehicles from being driven around this circulatory system in an anti-clockwise direction. The combined length of the one-way road is approximately 793 metres. The entry point will be from the eastbound Arlesey Road (A507), and the exit will be onto the two-way slip road leading to the westbound Arlesey Road (A507).
- B. No Waiting at Any Time. To introduce No Waiting at Any Time restrictions on both sides of the road along the full length of the one-way road system, except for a defined area where parking will be allowed (see Item C).
- C. Area of parking. This defined area of parking will be in the verge. It is on the south side of the road only, and starts approximately 78 metres from the south east corner of the station car park. It stretches for approximately 90 metres, at which point the gated entrance to a field will be kept clear.
- D. No right turn. To prohibit any vehicle to make a right turn into Arlesey Road (A507) from the southern access road of the western access loop leading from Arlesey Railway Station. (This access road leads directly onto the westbound Arlesey Road (A507)). Emergency vehicles will be exempt.

Order to be revoked: If implemented any previous One-way, Waiting Restriction and Turning Movement Orders made on the above lengths of roads will be revoked.

Further Details: of the proposed Order, plan and a statement of reasons for proposing to make the Order may be examined during normal office hours at the address below or during normal opening hours at Arlesey Library, High Street, Arlesey SG1 6SN. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the 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 6th December 2010

Order Titles: if made will be "Central Bedfordshire Council, Western Access Loop Road to Arlesey Station One-way Traffic Order 2010"; "Central Bedfordshire (A507 Arlesey Road) (Prohibition of Right Turn) Order 2010"; and "Central Bedfordshire Council (Bedfordshire County Council (District of South

Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No *) Order 2010".

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways
and Transport

12th November 2010

APPENDIX C - OBJECTIONS

Objection No. 1

From: xxxxxxxxxxxx
Sent: 29 November 2010 13:01
To: Brown, David
Subject: Re: Arlesey Consultation

Dear Mr Brown, thanks for the update that does make the plans clearer. One further question, on the map it refers to a planning application regarding parking and access to the parking area.

Does this mean that there are plans to make a carpark in the poplar plantation on the south side of the A507? If not there will be at best room for 20-25 cars.

Regardless of whether this is the case I do think the plans need to include a CCTV (real or dummy) camera in the lane. On Friday while parked in the lane on the south side of the A507 thieves removed the catalytic converter from my car. This is the second time a part has been stolen from the car in the past two months, on both occasions I was parked on the south side of the A507 where you are proposing to limit the parking to. I have never had any problems when parked on the north side!

One final point my previous comment about visibility of the proposed changes still stands. Nobody that I have spoken to had noticed the proposals and those that have tried to read them since have struggled to do so in the dark!

Regards

xxxx xxxx

-----Original Message-----

From: Brown, David <David.Brown@amey.co.uk>
To: xxxxxxxxxxxx
Sent: Mon, 22 Nov 2010 10:45
Subject: RE: Arlesey Consultation

xxxx xxxx,

I acknowledge receipt of your e-mails objecting to the proposed parking restrictions.

Your objection will have to be considered at Central Bedfordshire Council's Traffic Management Meeting. A report on the proposal, together with the objections received, will be presented to the Council's Portfolio Holder for Safer Communities & Healthier Lifestyles, to decide whether the proposals should continue. Members of the public can attend this meeting. We will write to you again when a date for the meeting to consider this proposal has been decided.

Please find attached a copy of the plan for your information. If you require any further clarification on the proposals please let me know.

Kind Regards

Dave Brown

From: xxxxxxxxxxxx
Sent: 18 November 2010 12:53
To: Brown, David
Subject: Re: Arlesey Consultation

Dear Mr Brown,

Thanks for your response. I confirm that I would like my email along with the comments below lodged as a formal objection as I don't agree with the rationale behind your response.

It is blatantly obvious that designating these bays as dropping off bays will not work unless it is rigorously enforced as most people will continue stop to drop people off or wait in the vicinity of the bridge. This attitude is obvious when people drive pass empty laybys now to park inconsiderately on the pavement on the corner on the north side of the bridge.

It is obviously impossible to police this to stop people stopping on the access road unless a full time warden is employed and there is no evidence in the proposals that this is planned. Consequently in my view it would be better to adopt my original proposal.

On an associated point could you please confirm the exact extent of the available parking on the south side of the road. It is very unclear exactly where it starts and finishes from the posted description but it is clear that you are effectively restricting the available parking considerably and this will simply result in more vehicles parking in the streets in Arlesey inconveniencing residents. While there is no affordable parking in the vicinity of the station people will simply park on the roads creating potential problems.

Finally I do think these proposals are being implemented in an underhand way. Most commuters arrive and depart from the lane in the dark and the notices are virtually impossible to read. I only saw them because I happened to park there during the day on Saturday. I do think a copy of the proposals should be put on every commuters windscreen on one working day marked IMPORTANT NOTICE REGARDING PROPOSED CHANGES TO THE ACCESS AND PARKING so that people are aware of the proposed changes. But then again you would probably get far more unwanted objections if you did that.

As it currently stands I can see lots of people missing trains when they turn up and find there are is parking available being unaware of the proposals that have been put forward.

Yours sincerely

xxxx xxxx

-----Original Message-----

From: Brown, David <David.Brown@amey.co.uk>

To: xxxxxxxxxx

Sent: Thu, 18 Nov 2010 10:19

Subject: Arlesey Consultation

xxxx xxxx,

Thank you for your comments of 15th November 2010.

I can assure you that as part of the design process, retaining parking space within the lay-bys on the north side was considered as an option; however it was decided that these bays should remain clear of parked vehicles to enable them to be used as a safe location for picking up and/or dropping off of passengers as it is impractical to do this in the existing car park due to the lack of space for manoeuvring vehicles. Also, due to the number of parked vehicles, there is no safe or considerate place to stop and pick up/drop off passengers on the access road. The proposed waiting restrictions would ensure that the lay-bys remain clear for these actions to take place safely, and without inconvenience to other road users.

I hope this gives you an understanding of the reasons behind the proposed parking restrictions within the lay-bys. Please let me know if you wish me to treat your e-mail as a formal objection to the proposal and I shall arrange for your representation to be considered at Central Bedfordshire Council's Traffic Management Meeting.

Kind Regards

[Dave Brown](#)

From: xxxxxxxxxx

Sent: 15 November 2010 21:51

To: Central Beds Consultation

Subject: Proposed changes to western access to Arlesey Station

As a regular commuter who parks sensibly & considerately in the western access lane I read with interest the proposals to change the access and introduce parking restrictions in the area.

While I totally accept the need to introduce changes due to the current inconsiderate parking of many commuters, most notably on the northern side of the A507 on the right hand bend under the bridge I do think some of the restrictions are unnecessary.

Making the lane one-way and limiting parking on the northern side does make sense but eliminating all parking on the north side does not. The three laybys on the north hand side should still be available for parking particularly as they will no longer be required as passing places in a one-way system. If there are concerns about the way people use the bays this could be resolved by painting bays in each layby to restrict the numbers of cars parking there. Removing 9 or more spaces unnecessarily is unfair on responsible council tax paying residents.

I hope that these comments will be taken into consideration and the proposals amended appropriately.

xxxx xxxx
Shefford

Objection No. 2

From: xxxxxxxx

Sent: 22 November 2010 10:05

To: Central Beds Consultation

Subject: Central Bedfordshire Traffic Orders for the Western Access Loop to Arlesey Railway Station.

The Transportation Manager
Bedfordshire Highways

With reference to the proposed Central Bedfordshire Traffic Orders for the Western Access Loop to Arlesey Railway Station.

Arlesey Conservation for Nature (ACORN) was instrumental in the purchase of the Glebe Meadows (between the River Hiz and Arlesey Station) which is managed under a partnership. The Wildlife Trust holds the land title on behalf of the local community. As such we have a vested interest in access to and from the meadows.

Concerns have been expressed to parts of the proposed order by members. However, we are keen to resolve the parking problems caused by inconsiderate commuter parking.

Members feel that the one way gyratory proposals are premature as until the proposed car park is constructed and used the need cannot be accurately assessed. Also if the parking restrictions are put in place before the construction of the proposed car park then it will create further parking problems in the north end of Arlesey. They would not be adverse to a temporary one way system while construction work takes place bearing in mind the proposals for developing Henlow Bridge Lakes and the construction of the car park.

Bringing in a compulsory one way system will add a further 2.5 miles for cars from Arlesey and create more traffic at the A507 Henlow roundabout. This is of particular concern to the volunteers that need cars to carry maintenance equipment to the meadows.

The traffic survey undertaken by Cole Easdon Consultants for the applicant for the proposed car park shows by the demographic use a natural one way flow co-relating to train and day times. To make all use compulsory would put a further 100 car miles a day on those few that do not follow the general trend. This is further corroborated in the Bedfordshire Highways survey January 2008.

There is a need to have 'No Waiting at All Times' in place in both North and South access roads including the passing bays which we note are defined as laybys in the order.

Some 'Restricted Hours Parking' could be accommodated for setting down and pick up purposes and for people visiting the meadows in the south access road beyond the 'dogleg' and the proposed entrance for the car park.

The footpath on the south of the south access road beyond the 'dogleg' and Henlow FP12 should link up with the footpath between the River Hiz and the station. There is currently a large section missing in the middle.

The 'No Right Turn' on the southern access road exit we agree with and for those with trailers and long vehicles would exit this way go to the Henlow roundabout to turn round to go back to Arlesey. We hope that Henlow Bridge Lakes would also recommend this route to caravanners using their site. The tight turn leaving the northern access road to go eastwards cannot be negotiated with trailers or long vehicles.

The 'dogleg' in the southern access road needs removing with or without a one-way gyratory system as it is aging difficult to get a trailer or long vehicle round without 'kerbing' This was constructed when the first bridge was built and was the turn for the access to the Glebe Meadows.

On a personal note: I use an agricultural quad bike to get to and use in the meadows. Travelling on the bypass which I am legally allowed can cause traffic build up behind me as the machine is speed limited. I would certainly feel more at risk having to travel even further and negotiate the Henlow roundabout twice just to get to and from the meadows.

Yours

xxxx xxxx

xxxxxxxxxxxxxxxx

Arlesey Conservation for Nature.

Objection No. 3



Town Council Offices: Arlesey Community Centre, High Street, Arlesey, Beds SG15 6SN
Telephone: 01462 733722 Fax: 01462 730860 Email: atc@btinternet.co.uk
Web Site: arleseytc.co.uk

Town Clerk: Mrs Elsie Hare

The Transport Manager
Bedfordshire Highways
Woodlands Annex, Manton Lane
Bedford, MK41 7NU

17 November 2010

Dear Sir

Traffic Regulation Order
Proposed One Way Traffic Order, Right turn ban and Waiting Restrictions -
Western access loop road to Arlesey Station, Henlow.

Thank you for your letter dated 9 November 2010 informing the Town Council that Central Bedfordshire Council has published a proposal to introduce a one way traffic order, no right turn ban and waiting restrictions on the western loop road to Arlesey station.

This was considered at the Town Council's Planning Committee meeting on Tuesday 16 November 2010. The Town Council makes the following observations:

Arlesey Town Council **OBJECTS** to this proposal on the grounds that a proper consultation has not taken place. Consideration has not been given to where vehicles will park if the No Waiting at Any Time restrictions on both sides of the road is enforced. The Town Council feels it more than likely these vehicles will try to find parking spaces in Arlesey in roads near the station which are already overcrowded.

Therefore, the Town Council **RESOLVED** that the proposal should be shelved until after the construction of the new 390 space car park and a proper survey of traffic can then be carried out.

If you have any queries with the Town Council's objection please contact me.

Yours sincerely

Elsie Hare
Town Clerk



Objection No. 4

Transportation Manager
Bedfordshire Highways
Bedford

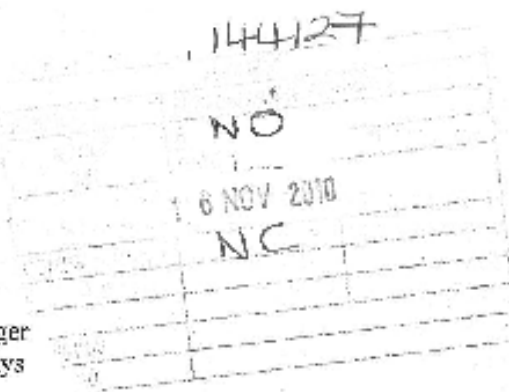
Dear Sir,

Ref: PROPOSALS FOR ONE-WAY TRAFFIC, WESTERN ACCESS ARLESEY STATION

I wish to object to your proposals to introduce a one-way traffic scheme on the western access loop to Arlesey Railway Station, on the following grounds:

- In the current situation, where commuters arrive and park all along both sides of the access loop, they have been forced to adopt a one-way strategy to cope with the situation. Apart from the chaos if two vehicles met in opposite directions, trying to find a space, drivers parking on the South verge would be unable to get out of their cars if facing East. Those arriving from the East are already having to go down to the Henlow roundabout and U turn. However, this situation will be completely changed once the new car park is operating next year.
- With the new car park, cars could safely enter from both North and South sliproads (and depart in the evening), without having to pass each other. The only passing would be cars leaving after dropping off.
- There will be no need to retain long-stay parking on the Southern verge at all – during the rush hours, the whole stretch can be kept clear for passing / two way traffic. Limited off-peak parking could be allowed, for a small number of vehicles (e.g. between 10:00 am and 4:00 pm), whilst still allowing passing spaces in between. There are already a good number of passing points on the Northern leg.
- I believe the impact of U-turning traffic at the Henlow roundabout has been underestimated: firstly because a u-turning vehicle causes much more delay than one which is passing straight through; secondly because the data and modeling used by Cole Easdon Consultants did not take account of the correlation between vehicle arrivals and trains. There are currently only two trains an hour to London during the morning busy period, so commuters arriving are going to be concentrated in the 10 minutes before each train. In simple terms, that makes the traffic rate in those periods potentially 3 times higher than if spread evenly through the period.
- I appreciate that modeling traffic flows is a complex business, but common sense says that sending perhaps 150 extra vehicles round an already busy roundabout should be avoided unless there is good reason not to. And we all know from experience that – once a queue of traffic builds up – the throughput is actually reduced. Why take that risk?

In summary, implementing these proposals in the short term would just cause further parking chaos in the village, with no significant benefit. And once the new car park is operating, there is no longer a need for a one way system that could create significant congestion on one of the Counties major arteries.



Tel:

15th November 2010

Finally, on a positive note, I would fully support the proposal for No Right Turn out of the southern slip road onto the A507.

Yours Sincerely

[REDACTED]
[REDACTED]

APPENDIX D – OTHER CORRESPONDANCE

Central Bedfordshire Council proposes to impose a One Way Traffic Order, Right Turn Ban and Waiting Restrictions on the Western Access Loop to Arlesey Railway Station

<p>This Authority has considered the proposed One Way Traffic Order, Right Turn Ban and Waiting Restrictions as outlined in your letter dated 5th November 2010 and offer the following comments for further consideration.</p> <p>Comments</p> <div data-bbox="730 555 1241 922" style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>144148 ARLESEY BEDFORDSHIRE POLICE BY DB 18 NOV 2010 4.09</p> </div>	
<p>This Authority has considered the proposed One Way Traffic Order, Right Turn Ban and Waiting Restrictions as outlined in your letter dated 5th November 2010, together with the reason(s) given, is accepted by this authority, therefore no objection with be offered.</p>	<p>✓</p>

Name: John Loughlin

Address: BEDFORDSHIRE POLICE
TRAFFIC MANAGEMENT

Signed: John Loughlin

Address:

From: Cllr Christina Turner [Christina.Turner@centralbedfordshire.gov.uk]
Sent: 15 November 2010 08:58
To: Brown, David
Subject: One Way Traffic Order Arlesey Station Henlow

Dear Mr Chapman,

Thank you for your letter and attachments in respect of the above.

I have looked at the plan and as far as I can see, it indicates all that was previously agreed and I approve of the layout and signage.

Regards

Cllr Christina Turner
Asst Portfolio Holder Children's Services

From: Henlow Parish Council [henlowpc@btconnect.com]
Sent: 26 November 2010 12:25
To: Brown, David
Subject: One way traffic order - Arlesey Station

Dear David - Thank you for your letter dated 5th November 2010 and the plan showing the above. The Parish Council would like to make the following comments:

- a) Henlow Parish Council fully supports the proposals, but feel these should not be implemented until the proposed car park has been constructed and opened.
- b) We note that yellow lines have not been shown to the area immediately to the west of the station, marked Station car park. Is this because the land is owned by Network Rail?

Your comments would be appreciated.

Regards - Bert
Bert Schrier
Clerk to Henlow Parish Council

HENLOW LAKES & RIVERSIDE LTD

26th November, 2010

Highways & Transport
Woodlands Annex
Manton Lane
Bedford MK41 7NU

SENT VIA EMAIL & POST

Dear Mr Chapman/Mr Brown

Ref: Proposed One Way Traffic Order, Right turn ban and Waiting Restrictions - Western access loop road to Arlesey Station, Henlow

We refer to your letter of 9th November, 2010 in respect of the above subject.

In responding we enclose one of your plans marked up for ease of reference.

We are aware that other interested parties have concerns but in principle we are happy with the proposals with minor amendment considerations:-

South Side Sliproad

- a) Move directory sign to centre of junction opposite our main access road
- b) Move directory sign to centre of junction opposite our access road - near proposed double yellow lines and B.A water test station.

North Side

- a) Near proposed access to car park - move directory sign to other side of road to avoid possible damage by car-parking.
- b) Consider removal of 'banking' to proposed parking area to allow cars to park 'end on' to road and grade to the ditch to allow road surface water to drain away.

NB It may also discourage flytipping which occurs in this area.

- c) Remove approximately 3 M². of tight bend to enable larger vehicles to negotiate.

A507 Slip Road Junctions

- a) Move or place additional 'no right' turn opposite the junction on the south side of A507 so sign can be clearly seen.
- b) Move one of the north side directory arrows further into the junction so it can be clearly seen.

Sundry Issues

- a) Fly tipping - Under the bridge and the south side area from the bridge to the 'sharp bend' - occurs regularly because it is overgrown and untidy lacking regular maintenance.

Area to be cleaned of rubbish - graded and grass seed provided.
- b) Over the last two/three years 'pot holes' have not been repaired and require attention.
- c) Over the years we have litter picked at the north road and under the bridge - a regular maintenance of the whole area needs to be scheduled.

Road Signage A507

In 2002 when the then Bedfordshire County Council acquired 2 acres of our land they were obligated by the contract to put a grass block road up to the road junction from our boundary which never occurred.

It was agreed with your predecessor that we would undertake and pay for these works in exchange for directory signage being placed on the A507 both East and West in relation to our premises. This was to be in the form of symbols and we would be party to the design stage. Can you please confirm that this is still the case.

SUMMARY

- a) We welcome the proposed works with the proviso that the whole area should be yellow lined when the new car park is completed but in the meantime the north side slip road ban should be immediately implemented together with the section leading from the sharp bend to the A507 junction ie the footpath areas.
- b) Signage location be reconsidered.
- c) Consideration be given to the flooding which occurs.
- d) The whole area be properly landscaped and maintained to provide an attractive area leading to our tourist countryside site, Glebe Meadows (acorn site) and station.

If this occurs we believe that the site will attract less vandalism, flytipping and malicious damage which is well recorded.

- e) We are aware that other interested parties have other concerns and issues to raise and that these are to be discussed at a meeting at our site at 10am, 1st December, 2010 which is welcomed.

Regards

APPENDIX D – PROPOSED CONSTRUCTION PHASING DRAWINGS