
Meeting: Traffic Management Meeting
Date: 26 September 2011
Subject: **Petition – Pedestrian Crossing A507, Pine View Park**
Report of: Basil Jackson
Summary: The purpose of the report is to consider a petition with 51 signatures received by Central Bedfordshire Council requesting that a pedestrian crossing be considered on the A507 at Pine View Park

Contact Officer: Nick Chapman
Public/Exempt: Public
Wards Affected: Ampthill
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

Cost of Speed measurement and analysis circa £800

The cost of implementation of Speed Limit Order with signs and repeaters circa £3500.

Cost of implementation of a signal controlled crossing and associated works circa £70,000

Cost of local widening and central island with appropriate signing in excess of £100k

Cost of coloured high friction surface and VAS signs circa £45k

Legal:

None as a result of this report

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

This report and recommendation does not have any implications under the Human Rights Act 1998.

Equalities/Human Rights:

None as a result of this report

Community Safety:

None as a result of this report

Sustainability:

None as a result of this report

RECOMMENDATION(S):

1. That the Executive Member for Sustainable Communities-Services is requested to note the contents of the report.

Background and Information

1. A petition with 51 signatures was received by Central Bedfordshire Council. The petition was received from the residents of Pine View Park.
2. The petition makes a request for a pedestrian crossing facility to be provided across the A507 at Pine View Park.

Speed and volume of Traffic:

- 3 This part of the A507 is a single carriageway A road subject to the national speed limit of 60mph.
- 4 There is currently no speed or traffic volume data on file for this location. This would need to be collected and assessed prior to any further consideration of crossing facilities.

Additional Information

5. The A507 is a key east west link between the A1 and the M1. As such whilst not a trunk road it carries significant volumes of mixed traffic.
6. Pine View Park is one of a number of residential park home sites constructed throughout the country by the parent company that are targeted specifically at those over 50 and the retired. It contains over 35 properties and is served by a single vehicular access point onto the A507 suitable for two way use.
7. Pedestrian access to and from the site is at the same location as the vehicle access and there is a separate dropped kerb on each side of the A507 for that purpose.
8. There are yellow backed externally illuminated warning signs on both approaches with the elderly people triangular warning sign and supplementary plate and the road itself is illuminated with street lighting.
9. There have been no recorded injury collisions on this stretch of road in the vicinity of the Pine View Park in the last three years.

10. It is considered that the local services available to those wishing to cross the A507 to Maulden on foot would be limited and it is generally assumed that the main mode of transport to and from the site will be by car. Indeed the marketing of the site stresses attractions that would require either a car or public transport to reach.
11. None the less, the ability to access the surrounding area on foot is important and those without access to a vehicle or where they or a partner can no longer drive may feel somewhat isolated from whatever local services are available and from the open countryside beyond for recreational purposes.
12. Below is an extract from the description of this park from the vendor's website that illustrates the way the site is marketed.

"Bedfordshire is renowned for its diverse attractions ranging from stately homes and sleepy country villages, to major tourist attractions and bustling towns.

Pine View Park is located just 10 miles from the historic city of Bedford. The focal point of the town, Bedford Park, provides a relaxing atmosphere of fountains, bandstands, tennis courts and stunning landscaped gardens. Just 3 miles from the park is the picturesque market town of Ampthill. With its unique blend of shops and restaurants, the path garden off the market square and the Redbornstoke Morris Dancers, there is something for everyone to enjoy

The historic Ampthill market takes place each week and the monthly farmers market sells fresh produce from local farms within a 30 mile radius."

13. To implement a signalised crossing at this location would require a reduction in speed limit to 40mph. Given the distance from the A6 roundabout it would be extremely unlikely that there would be sufficient compliance with a speed limit to enable it to operate safely. This would be a costly option which would be likely to be in the order of £70,000 due, in part, to the nature of the road.
14. A central island would also require some localised widening of the carriageway. As this is an A road any widening would have to be carried out to the requirements of the Design Manual for Roads and Bridges and would be likely to result in as great or greater costs.
15. Another option that has been considered is to enhance the existing crossing by the use of a reflective coloured surface both at the crossing point and on the approaches together with Electronic signs triggered by speeding vehicles warning of the possibility of pedestrians. This is likely to cost in the order of £40k to £45k.
16. Any works on the A507 will require a night time or weekend closure and full diversion.

Conclusion and Way Forward

17. It is difficult to see how the creation of a pedestrian crossing point at this location can be justified in spite of the separation created by the location of the site. It was presumably not considered necessary when the site was granted planning consent because, at that time, there would have been an

opportunity to make it a condition of the consent. It may be possible to re-open negotiations with the owners of the site for a contribution to a crossing but there would be no obligation on them to participate.

18. Additionally all of those living on the site have chosen to do so with the full knowledge of the layout and location which was presumably agreeable at the time of purchasing their property.
19. It is suggested that in any event this site be put on the list for future traffic speed and volume study when resources become available to enable officers to understand the current traffic situation.

