
Meeting: Traffic Management Meeting
Date: 27 March 2012
Subject: High Street and other roads, Cranfield - Resolution of objections to the Proposed Traffic Calming Scheme
Report of: Basil Jackson, Assistant Director of Highways and Transportation.
Summary: To report to the Executive Member for Sustainable Communities Services the receipt of objections to proposals for traffic calming measures on lengths of High Street and other roads in Cranfield and seek approval for the implementation of this scheme.

Contact Officer: Steve Hall – Senior Engineer
steve.hall@amey.co.uk
Public/Exempt: Public
Wards Affected: Cranfield and Marston Moretaine
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety

Financial:

The cost of introducing the traffic calming scheme will be approximately £330K, which is being developer-funded.

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:

Reduction in vehicle speeds with should reduce the likelihood and severity of road traffic collisions.

Sustainability:

None

RECOMMENDATION(S):

- 1. That the proposal to construct traffic calming measures on High Street and other roads in Cranfield be implemented as set out in this report.**

Background and Information

1. As part of the planning consent for the development of Cranfield University the developer is required to fund traffic calming measures in Cranfield.
2. A comprehensive traffic calming scheme incorporating a series of road humps throughout the High Street and extending into Mill Road and Crawley Road was advertised in October 2011. Cranfield Parish Council and some residents felt that these proposals were too extensive and that the same objective could be achieved by providing fewer traffic calming features targeted at key locations. Consequently, it was decided to re-design some aspects of the scheme and undertake a fresh consultation. The revised scheme includes raised junction areas and humped zebras in High Street, with 2 roads humps in Crawley Road. Elected Members and the Parish Council were closely involved in the development of the revised scheme.
3. The revised proposals were formally advertised by public notice in February 2012. Consultations were also carried out with the emergency services and other statutory bodies, Cranfield Parish Council and Central Bedfordshire Council Elected Members. Details were also published in the "Cranfield Express" which is delivered to all homes in the village.
4. A total of 5 objections have been received. Copies of these are included in Appendix C and the comments are summarised below.
5.
 - a) Two residents of Crawley Road support the principle of constructing measures to slow traffic, but are opposed to the positioning of raised table no.2, outside nos.38 and 40 Crawley Road. They are concerned about surface water drainage, vibration, pollution and access difficulties. They both consider that the raised table should be located outside the 30mph speed limit to reduce speeds before entering the built-up part of the village.
 - b) Another Crawley Road resident is concerned that the proposed location for raised table no.1, near no.18 Crawley Road coincides with the position of the access to a plot that he intends to re-submit a planning application for. The owner would like the raised table location revised to accommodate the possible new driveway.
 - c) Another resident of Crawley Road has raised a number of issues about the traffic calming scheme and other highway matters. Their main point being that the scope of the scheme should not have been reduced from that originally published. In his view, the local Councils are not interested in the concerns of the residents of Crawley Road

- d) One respondent says that there are no road safety issues in Cranfield and that vehicles already move too slowly. The money should be spent on improving access and widening/straightening roads.
6. Bedfordshire Police have raised no objection.

Conclusion and the Way Forward

7. The following observations relate to the specific points listed in paragraph 5. above.
- a) The proposed traffic calming measures will comply with all relevant Regulations, so are of a suitable type, size and at appropriate locations. Hence, the proposed raised tables should not create the difficulties mentioned. It would not be appropriate to locate the road humps outside of the 30mph speed limit, as speeds would be unacceptably high at that point. Speeds need to be brought down with a lower speed limit before drivers encounter the humps. Consideration is currently being given to extending the 30mph limit north-westwards, which should help to reduce approach speeds further.
 - b) At this stage the planning application has not been submitted and the outcome is unknown. It is considered inappropriate to amend the scheme to accommodate an access that may, in fact, not be built.
 - c) The revised scheme has been the subject of discussions with the Parish Council and local Members. Very few objections have been received, so it would appear that there is more support for the revised measures than was the case with the earlier consultation which attracted a number of objections.
 - d) The proposed traffic calming scheme is essentially being provided to ensure compliance with the 30mph speed limit. Therefore, the planned measures are considered to be entirely reasonable for roads through a built-up community. The scheme will not place unacceptable delays on or inconvenience to emergency or delivery vehicles. In this situation it would not be appropriate to widen or straighten roads as this is likely to result in higher vehicle speeds and encourage through-traffic.
8. Given the relatively small number of representations to this scheme and the support of Cranfield Parish Council, it is recommended that the proposal goes ahead as advertised.

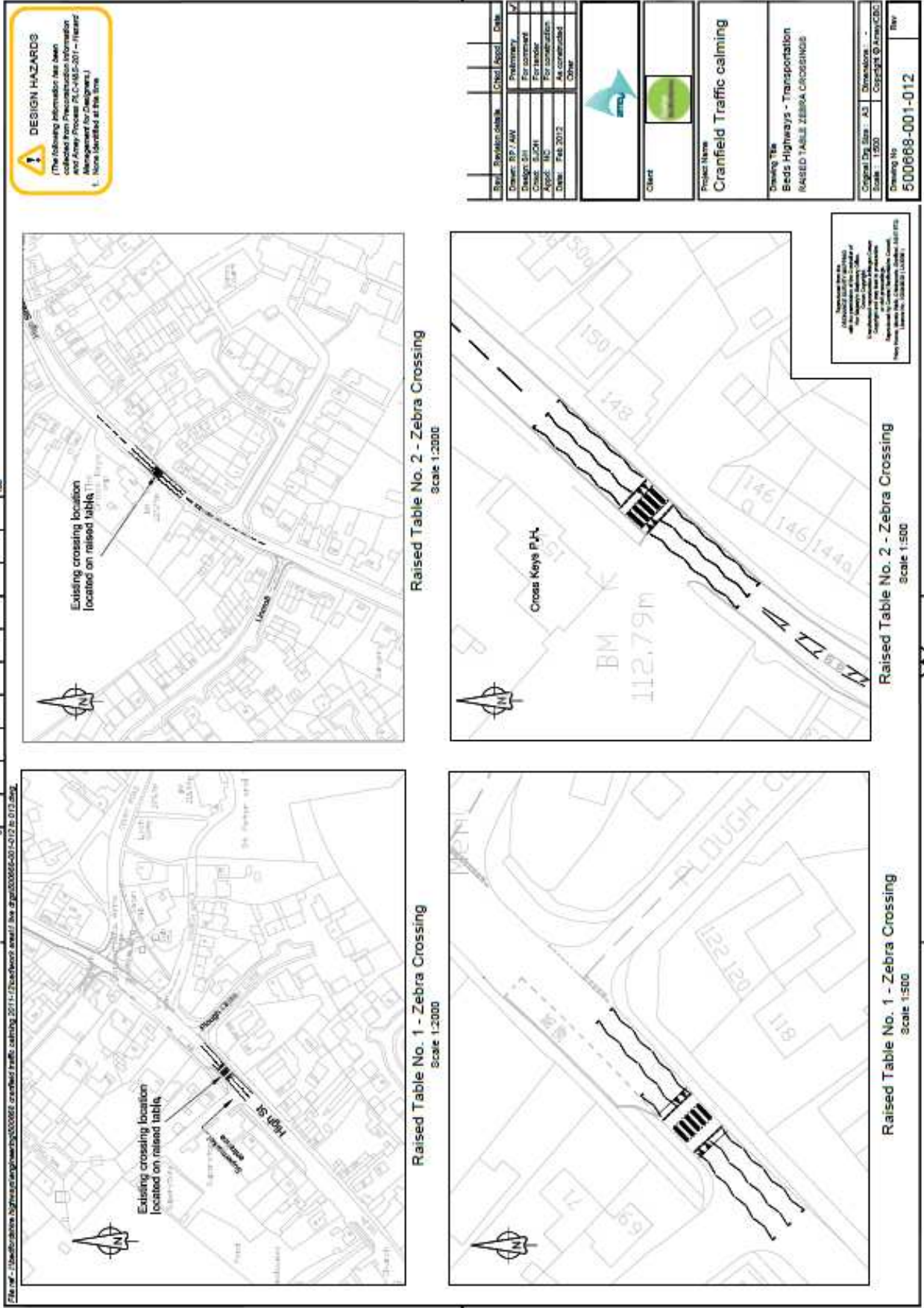
Appendices:

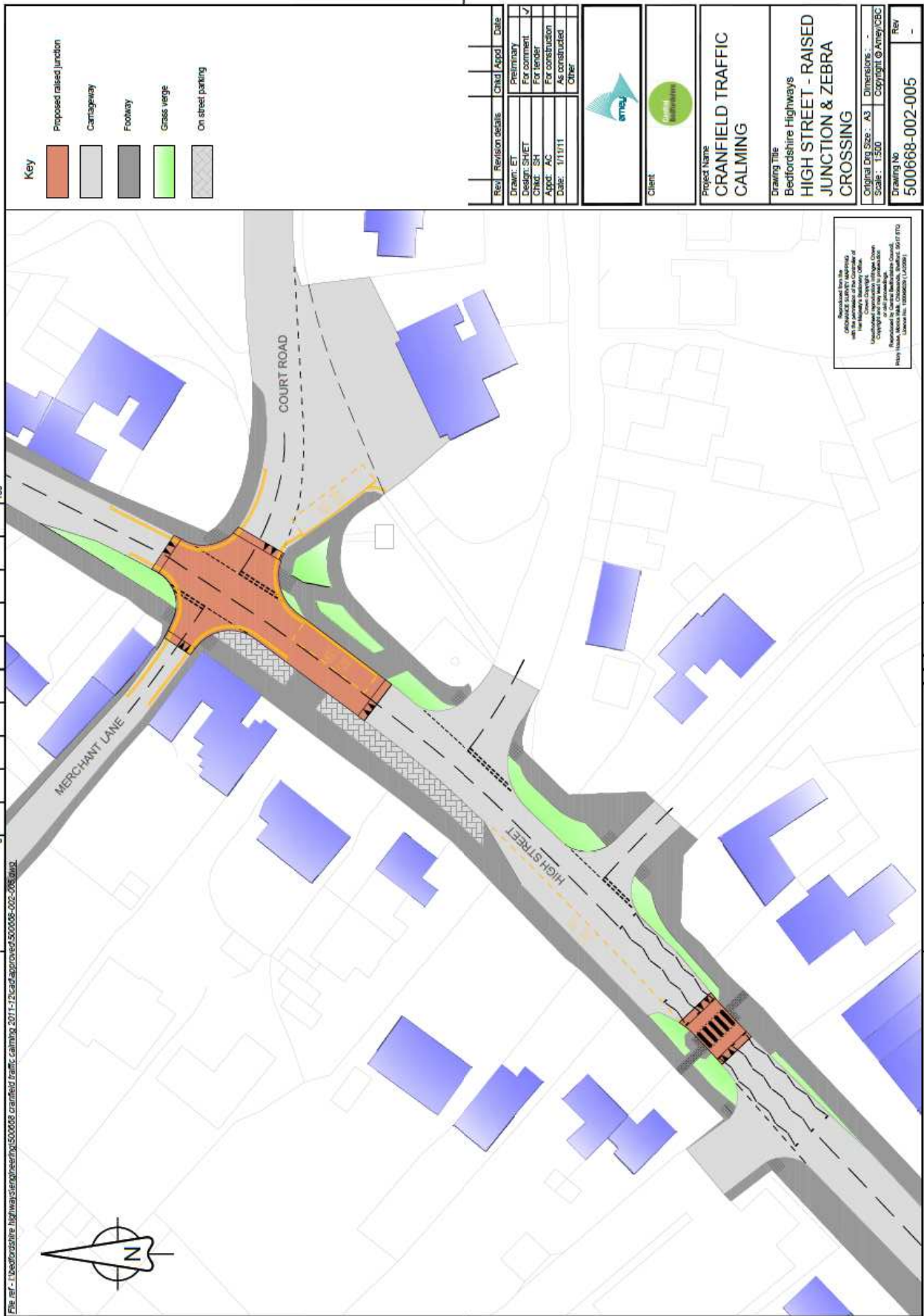
Appendix A – Scheme plans

Appendix B – Public notice

Appendix C – Representations on proposals

APPENDIX A





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Key

-  Proposed raised junction
-  Carriageway
-  Footway
-  Grass verge
-  Bollards

| Rev | Revision details | Critical | Appd | Date |
|-----|------------------|----------|------|------|
| | Drawn: ET | | | |
| | Design: SH | | | |
| | Check: SH | | | |
| | Appd: AC | | | |
| | Date: 11/11/11 | | | |
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Client

Project Name
CRANFIELD TRAFFIC CALMING

Drawing Title
Bedfordshire Highways
HIGH STREET/MILL ROAD - RAISED JUNCTION

Original Dwg Size: A3
Scale: 1:500
Dimensions: -
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Drawing No
500668-002-003
REV -

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Key

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|--|--------------------------|
| | Proposed raised junction |
| | Carriageway |
| | Footway |
| | Grass verge |

| Rev | Revision details | Chad | Appd | Date |
|-----|------------------|------|------|------|
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| | Design: SH12 | | | |
| | Check: SH | | | |
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Client

Project Name
CRANFIELD TRAFFIC CALMING

Drawing Title
Bedfordshire Highways
MILL ROAD/ CRANE WAY - RAISED JUNCTION

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| Original Dwg Size: A3 | Dimensions: - |
| Scale: 1:500 | Copyright © Atney/CBC |
| Drawing No | REV |
| 500668-002-002 | - |

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Plan No. 500668-002-002, Scale 1:500
Issue No. 10/08/2011 (12/08/11)

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File ref.: C:\projects\bedfordshire\dwg\civil\engineering\500668\cranfield traffic calming 2011-12\cad\approved\500668-002-001 to 004.dwg



Key

- Proposed raised junction
- Camberway
- Footway
- Grass verge

| Rev. | Revision details | Chad Appl. | Date |
|------|------------------|------------|------------------|
| 1 | Drawn: ET | | Preliminary |
| | Design: ET | | For comment |
| | Check: SH | | For tender |
| | Appd: AC | | For construction |
| | Date: 1/11/11 | | As constructed |
| | | | Other |




Client

Project Name
 CRANFIELD TRAFFIC CALMING

Drawing Title
 Bedfordshire Highways
 BEDFORD ROAD/
 CRANE WAY -
 RAISED JUNCTION

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| Original Dwg Size: A3 | Dimensions: - |
| Scale: 1:500 | Copyright © Amey/CBC |
| Drawing No: 500668-002-001 | REV: - |

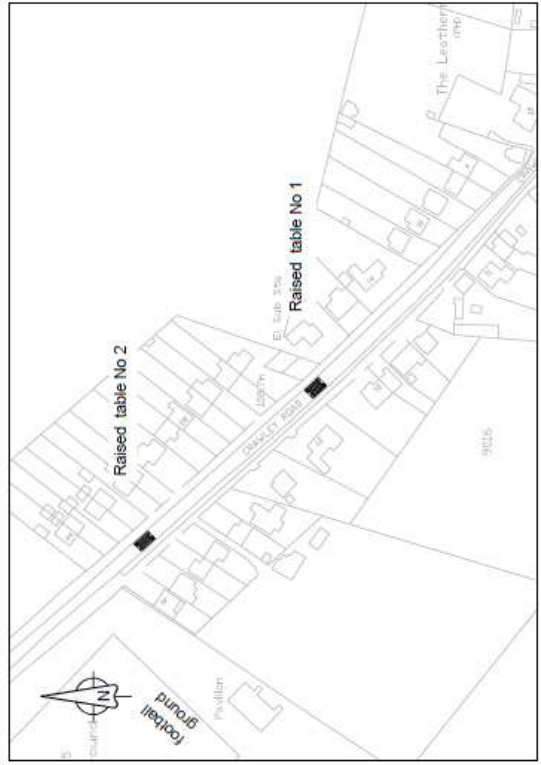
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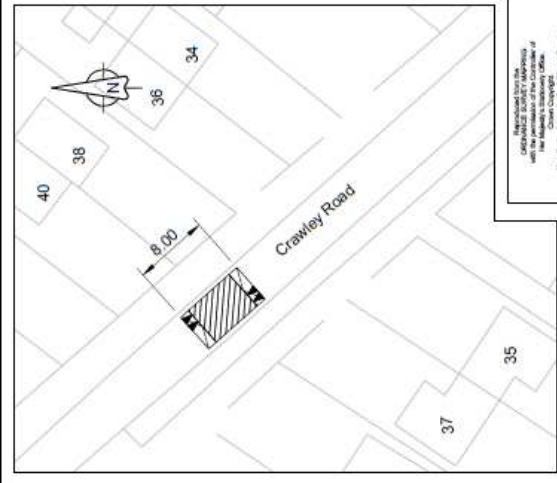
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DESIGN HAZARDS
 (The following information has been collected from Preconstruction information and Arney Process PLCHS-201 - Hazard Assessment Report)
 1. Overhead electricity cables in area

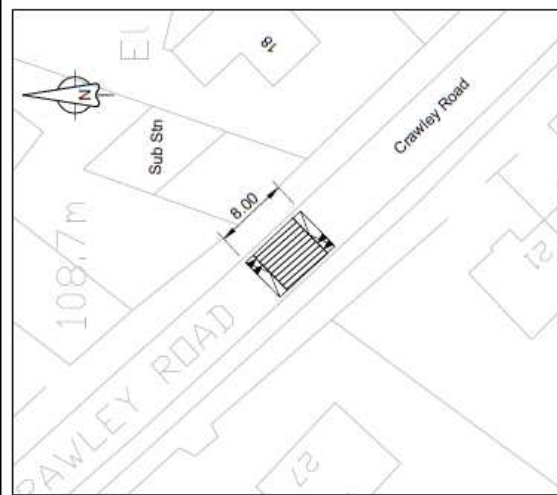
- NOTES**
1. All dimensions in metres unless otherwise stated.
 2. All dimensions are approximate.
 3. Drawings to be read in conjunction with previous drawings.
 4. Approximate clearance of 0.3metres between raised tables and kerbs.



Scale 1: 2000



Raised Table 2
Scale 1:500



Raised Table 1
Scale 1:500

Notwithstanding to the above, the user of this drawing shall be responsible for ensuring that the design complies with all applicable codes of practice and standards. The user shall be responsible for ensuring that the design complies with all applicable codes of practice and standards. The user shall be responsible for ensuring that the design complies with all applicable codes of practice and standards.

| Rev | Revision details | Chkd | Appd | Date |
|-----|------------------|------|------|------|
| 1 | Drawn: RP / AW | | | |
| 2 | Design: SH | | | |
| 3 | Chkd: SLOH | | | |
| 4 | Appd: MC | | | |
| 5 | Date: Feb 2012 | | | |
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Project Name
Cranfield Traffic Calming

Drawing Title
**Beds Highways - Transportation
 RAISED TABLES 1 & 2**

| | |
|------------------------|-----------------------|
| Original Dwg Size : A3 | Dimensions : - |
| Scale : 1:500 & 1:2000 | Copyright © Arney/CBC |
| Drawing No | Rev |
| 500668-001-013 | |

PUBLIC NOTICE

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES, HUMPED ZEBRA CROSSINGS AND RAISED JUNCTION TABLE – HIGH STREET AND OTHER ROADS, CRANFIELD

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Tables, Humped Zebra Crossings and a Raised Junction Table under Section 90 A-I of the Highways Act 1980 and all other enabling powers in High Street and other roads in Cranfield. These works are part of a traffic calming scheme, which has been designed to reduce vehicle speeds and improve road safety and the environment for local residents.

The Proposed types of feature will be:-

2 Raised Tables, 2 Humped Zebra Crossings and 4 Raised Junction Table as described below:-

Raised Tables at a nominal height of 75mm, approximately 8 metres long across the full width of the road (except for drainage channel) are proposed to be sited at the following locations in Cranfield:-

1. Crawley Road at a point approximately 156 metres north-west of Birch Close.
2. Crawley Road at a point approximately 256 metres north-west of Birch Close.

Humped Zebra Crossings at a nominal height of 75mm are proposed to be sited at the following locations in Cranfield (These are existing zebra crossings that are proposed to be re-built on raised tables):-

1. High Street at a point approximately 28 metres south-west of Plough Close.
2. High Street at a point approximately 55 metres north-east of Red Lion Close.

Raised Junction Tables at a nominal height of 75mm, across the full width of the road are proposed to be sited at the following locations in Cranfield:-

1. High Street/Court Road/Merchant Lane junction covering a length of up to approximately 45 metres of High Street and extending up to approximately 10 metres into Court Road and up to approximately 10 metres into Merchant Lane.
2. High Street/Mill Road junction covering a length of up to approximately 33 metres of High Street and extending up to approximately 27 metres into Mill Road.
3. Mill Road/Crane Way/Crawley Road junction covering a length of up to approximately 22 metres of Mill Road, up to approximately 16 metres of Crane Way and up to approximately 20 metres of Crawley Road.
4. Bedford Road/Crane Way junction covering a length of up to approximately 48 metres of Bedford Road and extending up to approximately 17 metres into Crane Way.

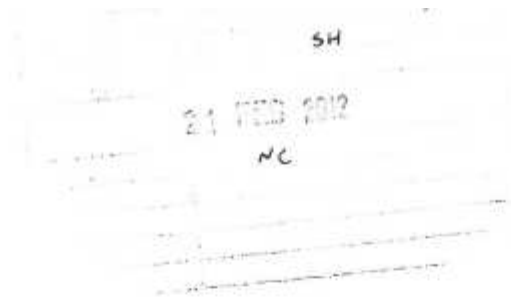
Further Details of the proposal and plans may be examined during normal opening hours at Ampthill library, 1 Dunstable Street, Ampthill MK45 2NL or online at www.centralbedfordshire.gov.uk/consultations.

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 27th February 2012.

Technology House
239 Ampthill Road
Bedford MK42 9QQ
5th February 2012

Basil Jackson
Assistant Director for Highways

APPENDIX C



20 Crawley Road,
Cranfield,
Bedfordshire.
MK43 0AB

20th February 2012

Dear Sir,

Ref: Traffic Calming Raised Tables in Crawley Road, Cranfield.

I wish to object to the siting of the Raised Table No. 2 in Crawley Road at a point 256 metres north west of Birch Close, on the following grounds

1. The surface water drainage on Crawley Road is very poor, the drain holes are located in the kerbs and are usually blocked by weeds and debris. Consequently during heavy rain a great deal of water flows down the driveway onto my property, which is approximately 1 metre lower than the road. I feel that the proposed position of the raised table will worsen this problem as the drainage past my property will be restricted, i.e. Having the effect of a dam across the road.
2. The raised table immediately outside my property will cause us to suffer considerable discomfort due to traffic braking and accelerating over the table causing vibration and pollution, it will certainly not improve the environment for us.
3. I think it would be more sensible to site the table before the 30mph zone. i.e. A further 60 metres north west. The traffic would then be travelling at the correct speed when it entered the 30mph limit, similarly when exiting the limit, it would also be a lot safer for traffic entering and leaving the football ground, which also houses a Playgroup.

I look forward to your reply.

Yours faithfully,

Dear Sir or Madam

Re: Raised table between 39 & 37 Crawley Road, Cranfield

We wish to put in writing our objection to the building of a raised table between 39 & 37 Crawley Road. We appreciate there are speeding issues down the road and welcome traffic calming measures but feel this raised table is in the wrong position.

To slow motorists coming into the village we feel the raised table should be at the immediate entrance to the village outside the Football Club. This will slow the traffic down before they enter the village and enable the pre-school and young children attending the football club to enter safely. A raised table between 39 & 37 will not slow traffic down adequately enough outside the Football Club for them to enter safely (motorists often enter doing over 60mph). There is also a public footpath opposite the football club entrance which is frequently used by the public and this will also slow the traffic down for the walkers.

On a personal level, access to our drive at present (we are at no. xx) is difficult as we only have a narrow lowered kerb which means we are constantly bumping up the kerb to enter our property. Adding a raised table will make this considerably worse for us and may even mean that it is impossible for us to utilise our caravan which we keep on our drive.

We have spoke to several of our neighbours who also have similar concerns and hope you do take these considerations seriously and look again at the positioning of the raised table or other possible traffic calming measures instead.

Regarding the proposed traffic calming measures in Crawley road, I have noticed from the plans that a speed ramp is to be sited adjacent to my property. We have a building plot which we propose to re-submit planning permission for. Planning permission was granted previously, hence why the gap in house numbers (21-27). Therefore where this speed ramp is proposed would be directly in front of the drive where the new development will be. It would therefore make sense to site this speed ramp in an alternative position to prevent having to move this at a later date.

I would therefore like to meet with someone from the planning council to discuss the site of this speed ramp. I am fully in support of the calming measure however the positioning needs to be reviewed due to this proposed new development.

There are no road safety issues in Cranfield.

Cranfield is already congested enough without further driver distractions and frustrations. These measures also damage vehicles.

Vehicles already move too slowly, in Cranfield. Obstructed roads cause traffic to move at sub-optimal fuel consumption speeds, increasing pollution and raising motoring costs.

Road obstructions deplete the range of electric vehicles, well suited for deliveries, which will increase with the ever inevitable rise of internet shopping.

Spend the money, instead, on improving access for emergency, delivery and service vehicles, by widening and straightening the roads.

The red flag act has been repealed, stop looking over your shoulders.

After reading the notice in the Cranfield News I thought I would forward this email below which my husband sent to Steve Hall on the 16th February.

I Feel that the CBC and the PC are not interested in the volume and speed of the traffic going along Crawley Road day and night, otherwise they would not have reduced the raised tables.

We will be very annoyed if this scheme goes ahead, but it will then prove that no one cares about the residents of Crawley Road only the village, which if I might add I pass through every day on my way to work without encountering large volumes of traffic like we experience along Crawley Road.

I hope this and my husband's email goes some way to changing the plans for Crawley Road.

Regards

Earlier e-mail below

Thank you for your e mail, having regards for its contents, I wish to make the following comments/observations.

- I do understand what you are saying about the HGV's restrictions are not part of the Section 106 agreement, however I only have your word on that, I would like to see for myself what the planners have asked for in the 106 agreement. Would it be possible for you to forward a copy. What seems logical to me is that this is the ideal opportunity to incorporate this into the scheme. What you and the PC do not realise is the ever increasing speeding/high volume to which Crawley Rd/Broad Green are used 24/7, and would take issue with you on your traffic figures you refer too. With regards to the Central Bedfordshire Freight strategy you refer too. I know I am not the only resident that constantly complains about the volume of HGV's through Crawley Rd. Therefore at what point does the CBC and PC consider it a Local Plan priority, surely action should be taken or are these complaints just ignored.
- I disagree with you on your traffic figures, no doubt taken from your survey carried out last February 2011. You have quoted lower percentages for Bedford Rd/High St. only. I am only interested in Crawley Rd/Broad Green figures. No matter what they show the figures will be incorrect, due to the following :- 1) The survey boxes were in place at half term, and for one week only, when as we know the volume of traffic is lighter, also one week is just a snapshot in isolation, and does not indicate the true use of the roads, the survey boxes should be in place for at least 4 weeks. I made this point to the highways/councilors at the time. 2) We are now one year on from these misjudged survey's, the volume of traffic has increased considerably in that period and will no doubt keep on increasing like all the roads throughout the country.
- I cannot believe that the Parish Councilors have approved a reduction in raised tables, this is going against the whole object of the calming scheme and against the residents wishes, they are there to slow traffic down and without them the scheme will not work. Should you go ahead with this scheme as you have stated, it will not be fit for purpose. **You have taken away 2 raised tables in Broad Green/Crawley Rd. The distance from the raised table 156 yards NW Birch Close, and the Crane Way junction will allow traffic to build up speed, therefore the scheme will not work on this stretch of road and therefore the scheme will be a failure. I know because I live approximately halfway between the aforementioned and see the buildup of speed of most vehicles coming from/going to Crane Way, and will only slow down when they reach the first raised table past Birch Close. Furthermore I believe you are wasting money by reconfiguring Crane Way/Mill Lane/Broad Green junction as this is a natural slow junction and will not assist in any calming measures.**

- With regards to the funding, I will not labour this point any further, I have never suggested to spend half the budget, on the contrary, I do not think you are going far enough to slow the traffic. Therefore it makes it extremely important to achieve the scheme that is fit for purpose from the residence view point from the start, after all we are having to put up with environmental conditions you would not normally expect living in a village. The original design was put forward in an open forum to the whole community for our comments, with the changes your proposing the community should be consulted and not just changed on a whim by people that do not live here (Broad Green/Crawley Rd.).
- **As far as the most recent posted notices are concerned, I strongly object to the omissions of 2 raised tables as aforementioned in Broad Green/Crawley Rd. Without these the scheme will be without doubt a failure for the calming measures intended.**
- May I ask, who will monitor and determine the performance of the scheme and how long do you suggest should be given for the bedding in period.
- Would you please forward a programme of the new proposed works throughout the village.

Furthermore I would refer you to the recently issued Cranfield Parish Council annual report where it is stated and I quote –“ The Cranfield Parish Council is committed to acting on behalf of all the residents of the parish” unquote. By allowing these changes to the traffic calming scheme in Crawley Rd./Broad Green, they are not acting on our behalf.