
Meeting: Traffic Management Meeting
Date: 19 June 2012
Subject: Leston Road and Lake Street, Leighton Buzzard – Resolution of objections to the proposed highway improvement scheme
Report of: Basil Jackson, Assistant Director of Highways and Transportation
Summary: To report to the Executive Member for Sustainable Communities the receipt of objections to the proposed highway improvement scheme for Leston Road and Lake Street, Leighton Buzzard, including orders for a 20mph speed limit zone, two raised zebra crossings on Lake Street and double yellow lines in Lindler Court.

Contact Officer: Amanda Stopp, Assistant Engineer
amanda.stopp@amey.co.uk
Public/Exempt: Public
Wards Affected: Leighton Buzzard south
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety, facilitate the free flow of traffic and encourage the use of sustainable modes of transport

Financial:

The cost of introducing this scheme will be approximately £300,000 which will be partly Capital funded and partly S106 funded from Pratts Quarry development.

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 which should reduce the likelihood and severity of road traffic collisions.

Sustainability:

The scheme encourages the use of sustainable modes of transport.

RECOMMENDATION:

- 1. That the proposal to implement a highway improvement scheme for Leston Road and Lake Street be implemented as advertised.**

Background and Information

1. Part of the planning consent for new housing estates on the southern side of Leighton Buzzard was a requirement to improve the Billington Road transport corridor. This was to reduce the effects of the traffic from the development and to provide measures that would create a less busy environment that would encourage residents to choose more sustainable choices of transport to access the town centre.
2. A consultation was held at the White House on Friday 20th and Saturday 21st January 2012 which showed proposals for Billington Road, Lake Street and Leston Road. Approximately 150 members of the public attended the consultation over the two days and 87 completed feedback forms were returned. The feedback we have received for the scheme has generally been positive.
3. Phase 1 of this scheme concentrates on improvements to Leston Road and Lake Street with the aim being to use similar ideas to those used on Leighton Road and West Street, and will include some traffic calming, traffic signal removal, new zebra crossings, carriageway narrowing, additional trees, shrubs and grassed areas. The proposals for this phase were formally advertised by public notice in February 2012. The orders advertised are as follows:
 - 2 x zebra crossings on raised tables
 - 3 x zebra crossings
 - 1 x raised table to form an uncontrolled crossing point, Lindler Court
 - Prohibition of waiting (double yellow lines) in Lindler Court
 - 20mph zone

Consultations were also carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and Elected Members. Public notices were erected on site throughout the length of the affected areas.

4. A total of 7 representations have been received. Of those 2 are concerning the 20mph speed limit zone, 4 concerning the double yellow lines at Lindler Court (3 against 1 in favour and wanting the double yellow lines extending), and 3 concerning the raised tables with zebra crossings. In addition responses to each public notice have been received from Bedfordshire Police.

5. The responses received can be summarised as follows:-
- a) Two members of the public say that they are against the proposed 20mph zone because they don't like the road humps that are often installed in 20mph zones so that traffic has to slow down and feel that the existing 20mph speed limits in the Leighton Buzzard area aren't enforced.
 - b) Four residents of Lindler Court have written about the proposed double yellow lines in Lindler Court at the junction with Lake Street. One would like the restrictions to be extended further than proposed – as far as property No. 41 as currently cars park on the pavement which means that pedestrians can't use the pavement, the road is narrowed which may cause problems for access by Fire and Ambulance Services and it makes it difficult for vehicles entering or leaving the side road to property Nos. 1 to 16. Three are against the double yellow lines and say that parking is already at a premium in Lindler Court so do not want double yellow lines to reduce this.
 - c) Three members of the public are against the proposed raised tables / zebra crossings. Two state that the proposed humps will increase emergency vehicle response times and the humps will cause an increase in noise. One representation specifically refers to the proposed raised zebra crossing near to Grove Road stating that vehicles don't stop at the current signal controlled crossing at this location and thinks that this will be worse with a zebra crossing on a raised table.
6. Bedfordshire Police accept the proposals and have raised no objections.

Conclusion and the way forward

7. The following observations relate to the comments as listed in paragraph 5 above.
- a) The proposal for Leston Road and Lake Street includes 2 zebra crossings on raised tables which is a significant reduction in raised features than in previous schemes installed in the Leighton Buzzard area, for example West Street and Leighton Road where there are 11 raised features. In the design for Lake Street and Leston Road we have minimised the amount of raised features following the feedback we received from the scheme installed on West Street and Leighton Road and following pre-consultations with local councillors which formed the briefing for the Leston Road and Lake Street scheme. The two raised zebra crossings are deemed necessary in ensuring speeds are kept to the proposed 20mph speed limit and to improve road safety.
 - b) It will not be possible to extend the double yellow lines any further than what has been proposed as there is a high demand for on-street parking in Lindler Court; the double yellow lines at the junction of Lindler Court are proposed on safety grounds to keep the junction clear and is a compromise between those that do not want the double yellow lines to be extended at all and those that want them to be extended further into the cul-de-sac.

The access to Lindler Court is currently controlled by traffic signals as part of the junction with Morrisons supermarket. The proposal is to change this junction from being signal controlled to a mini-roundabout. This means that more space is required at the junction of Lindler Court and Lake Street than the current arrangement as the give way lines for a mini-roundabout will need to be situated further back into the junction than the current traffic signals stop line.

This scheme also includes widening the footway along Lake Street to create a shared use path for cyclists and pedestrians to use. A raised table is proposed for the Lindler Court junction to improve the crossing for both pedestrians and cyclists. To enable this to function properly adequate sight lines need to be taken into consideration which is why the double yellow lines are proposed at this junction. The proposed double yellow lines are to extend 6 metres past the end of the proposed raised table which will allow adequate intervisibility between those crossing the road at this location and traffic exiting Lindler Court.

At times currently vehicles park very close to the junction with Lake Street which makes it difficult for traffic entering / leaving Lindler Court and this also makes it hazardous for pedestrians crossing at this junction. The proposed double yellow lines are 15 metres into the junction; rule 243 of the Highway Code states 'do not stop or park opposite or within 10 metres of a junction' or 'on a bend'. Taking this into account the proposed double yellow lines will extend 5 metres beyond the 10 metres which is in effect 1 car length.

- c) The emergency services have been consulted on the proposals as part of the statutory consultation and have not objected to the scheme. As we saw when a similar scheme was implemented on West Street and Leighton Road where the traffic signals were removed and replaced with zebra crossings and mini-roundabouts the overall effect was that vehicles were able to travel at a more constant albeit slower speed than the previous start – stop effect with the many sets of traffic signals that weren't synchronised. The proposed scheme for Lake Street should have a similar effect.

Those that have complained that the raised tables will increase the noise levels live at the same address in Lindler Court which is set back 16 metres from Lake Street. The hump is not proposed for directly outside their property they should therefore not see an increase in noise as a result of the raised table nearest to their property, and no increase from the noise level they currently have living close to a main road.

One representation specifically refers to the proposed raised zebra near to Grove Road stating that vehicles don't stop at the current signal controlled crossing at this location and thinks that this will be worse with a zebra crossing on a raised table. It is considered that a zebra crossing on a raised table within a 20mph zone gives no less a safe crossing than a controlled crossing with the added benefit of being on pedestrian demand.

8. Given the relatively small number of representations to this scheme, and the support from the previous consultation feedback it is recommended that the proposal goes ahead as advertised.

Appendices:

Appendix A – Location plans for proposed zebra crossings and raised tables, Lake Street and Grovebury Road

Appendix B – Location plan for proposed double yellow lines, Lindler Court

Appendix C – Location plan for proposed 20 zone

Appendix D – Public Notices

Appendix E – Representations

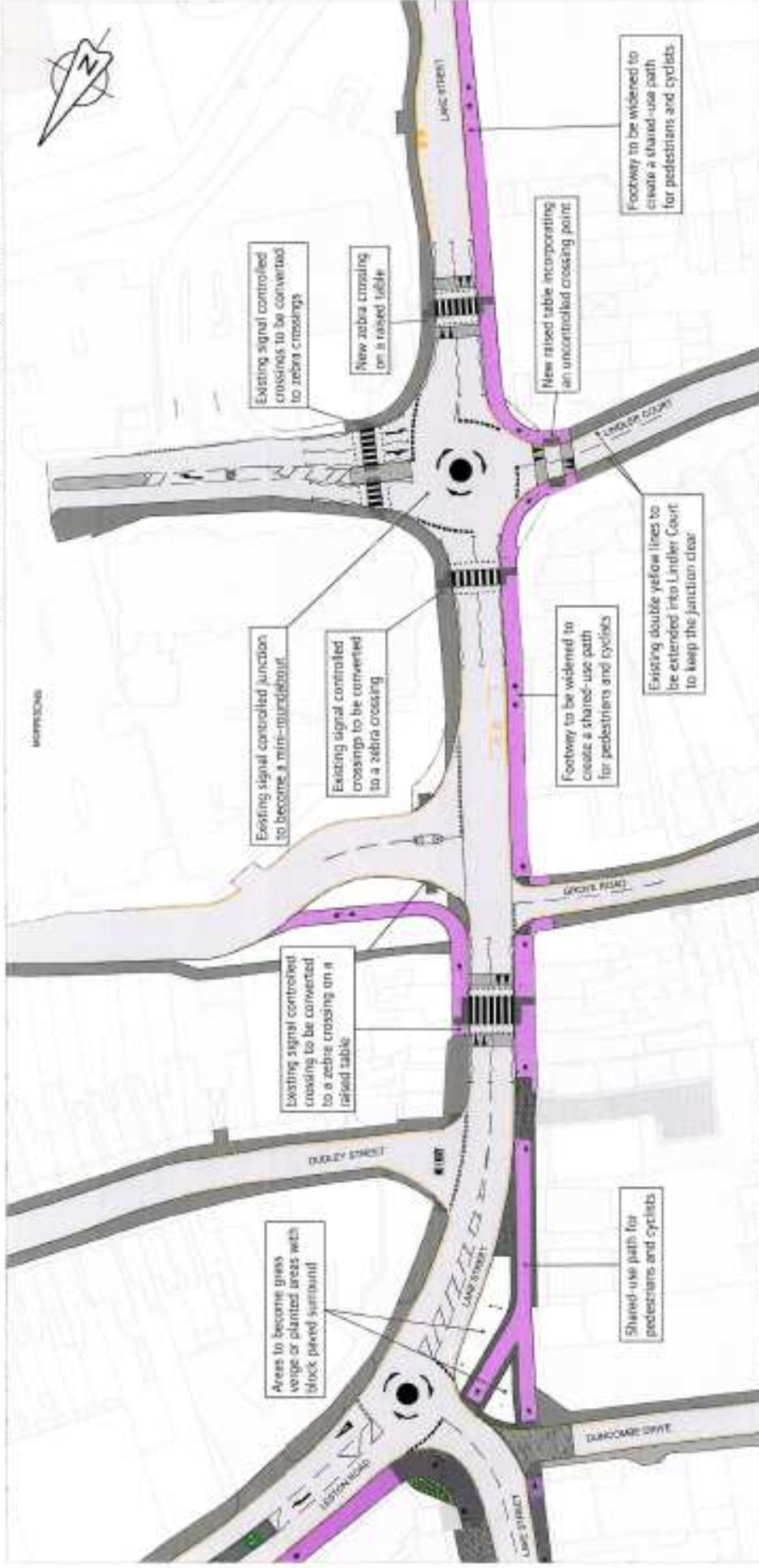
Appendix F – Police reply

Appendix A

Leighton-Linslade Exemplar proposals Lake Street

Drawn: <i>AC</i>	at	Preparatory	2
Design: <i>AC</i>	at	For comment	
Checked: <i>AC</i>	at	For tender	
Approved: <i>AC</i>	at	For construction	
Date: 12/12/11		As constructed	
		Other	

Original City Plan No. A1	Dimensions: 1 m
Scale: 1:250	Copyright © Arup/CBC
Drawing No. 501183-003-002	Rev
	Date



Approved by the
Leighton-Linslade Town Council
on 12th December 2011
Approved by the
Leighton-Linslade Town Council
on 12th December 2011



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Leighton-Linslade Exemplar proposals Stanbridge Road and Billington Road

Drawn: AC	Checked: AC	Approved: AC	Project: 501182-003-001
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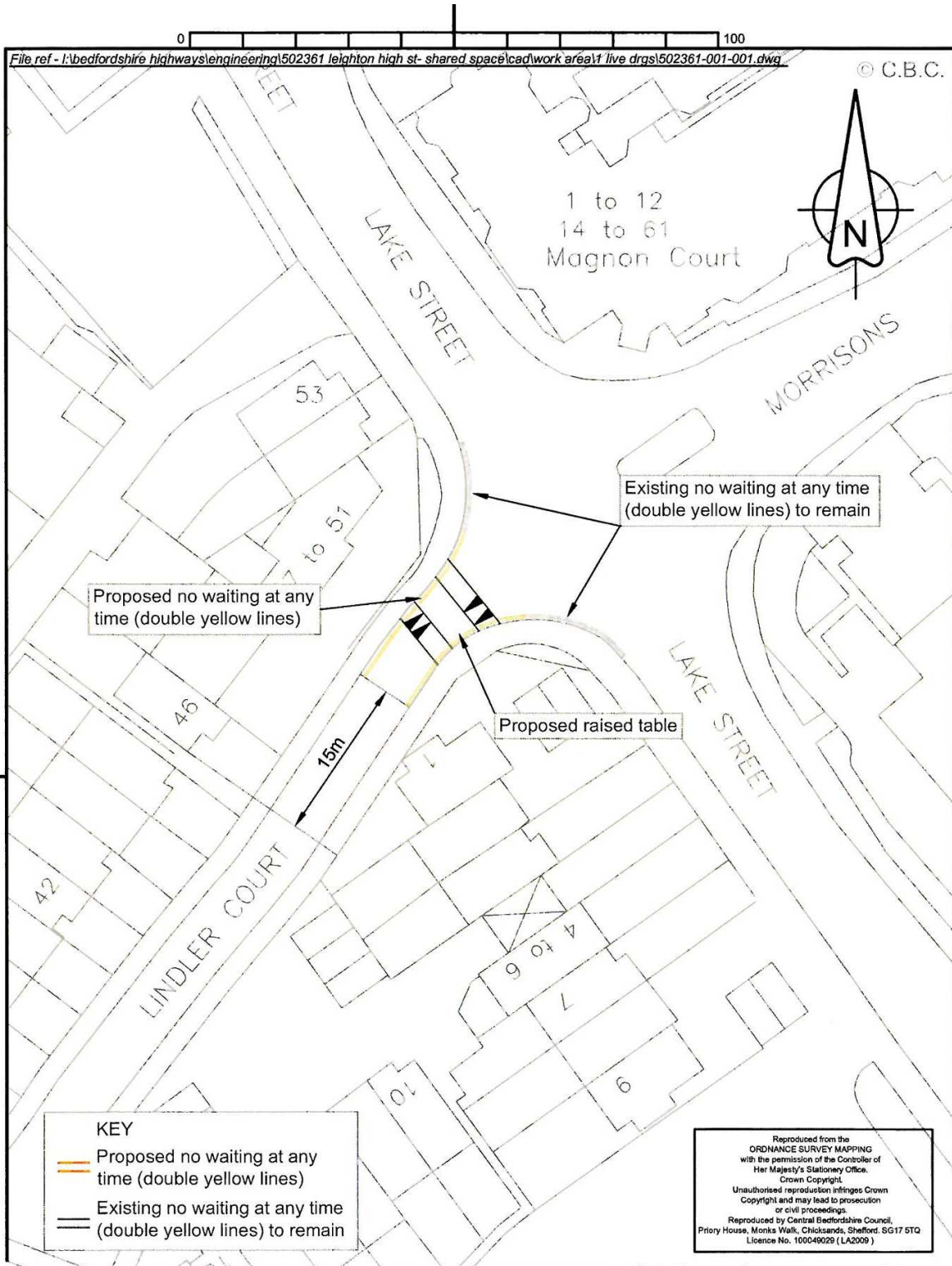


These proposals are subject to consultation and approval by the Council. The Council reserves the right to amend or withdraw these proposals at any time without notice. For more information, please contact the Highways Department, Leighton-Linslade Town Hall, Leighton-Linslade, MK43 0JF. Tel: 01298 522222. Email: highways@leighton-linslade.gov.uk

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Appendix B



Proposed no waiting at any time (double yellow lines)

Existing no waiting at any time (double yellow lines) to remain

Proposed raised table

15m

KEY	
	Proposed no waiting at any time (double yellow lines)
	Existing no waiting at any time (double yellow lines) to remain


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Rev	Revision details	Chkd	Appd	Date
Drawn:	AS			
Design:	AS			
Chkd:	SH			
Appd:	NOL			
Date:	16-2-12			


Project Name
Leighton-Linslade Exemplar

Drawing Title
BH - Transportation
Proposed waiting restrictions, Lindler Court

Original Drawing Size : A4
Scale : 1:500 Dimensions : m



Client

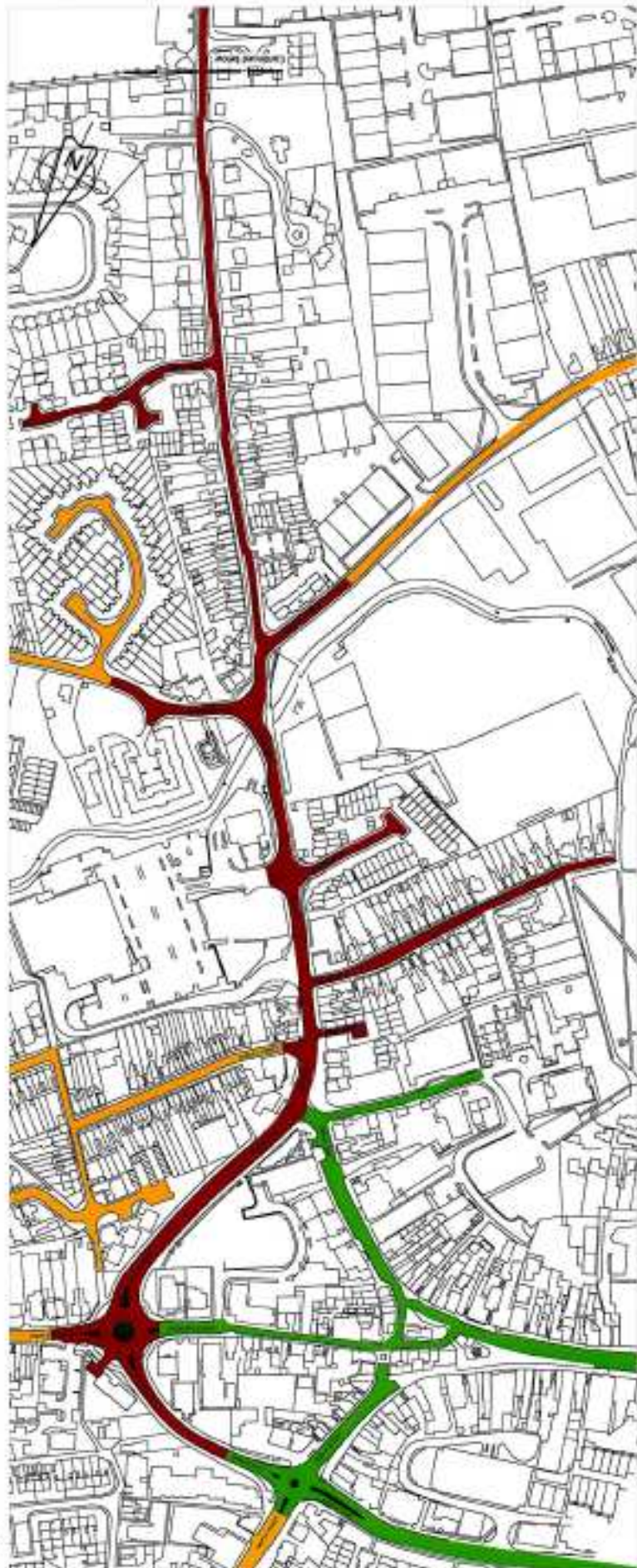


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Leighton-Linslade Exemplar proposals Speed limit amendments

Client: BC	Project: AS	Prepared by: AS	Scale: 1:1000	Drawn by: AS	Drawn on: AS
Design: AS	Check: AS	For: AS	Scale: 1:1000	Checked by: AS	Checked on: AS
Appr: AS	Appr: AS	As: AS	Scale: 1:1000	Approved by: AS	Approved on: AS
Date: 06-11-12	Date: 06-11-12	As: AS	Scale: 1:1000	As: AS	As: AS



- KEY:**
- Proposed 20mph (existing 30mph)
 - Existing 20mph to remain
 - Existing 30mph to remain

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PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED HUMPED ZEBRA CROSSINGS AND A FLAT-TOPPED ROAD HUMP LAKE STREET AND LINDLER COURT, LEIGHTON BUZZARD

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Humped Zebra Crossings and a Flat-topped Road Hump under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Lake Street, Lindler Court and Grovebury Road in Leighton Buzzard. These works are part of a major highway improvement scheme, which has been designed to reduce vehicle speeds and improve road safety and the environment for all road users.

The Proposed types of feature will be:-

2 Humped Zebra Crossings and 1 Flat-topped Road Hump as described below:-

Humped Zebra Crossings at a nominal height of 75mm are proposed to be sited at the following locations in Leighton Buzzard:-

1. Lake Street at a point approximately 20 metres north-west of Grove Road.
2. Lake Street at a point approximately 30 metres south-east of Lindler Court.

Note:- A separate notice for the Zebra Crossings mentioned above is being published at the same time.

A Flat-topped Road Hump at a nominal height of 75mm, across the full width of the road is proposed to be sited at the following location in Leighton Buzzard:-

1. Lindler Court at a point approximately 7 metres south-west of Lake Street.

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR 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 19th March 2012.

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

23rd February 2012

PUBLIC NOTICE

The logo for Central Bedfordshire, featuring the text "Central Bedfordshire" in white on a green circular background.

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED ZEBRA CROSSINGS LAKE STREET AND GROVEBURY ROAD AREA, LEIGHTON BUZZARD

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, propose to establish zebra crossings on Lake Street, Morrisons' access road and Grovebury Road in Leighton Buzzard. This proposal has been designed to improve the safety of pedestrians and vulnerable road users.

Zebra Crossings on Raised Tables are proposed to be sited at the following locations in Leighton Buzzard:-

1. Lake Street at a point approximately 20 metres north-west of Grove Road. The proposed zebra crossing will replace the existing signal controlled crossing.
2. Lake Street at a point approximately 30 metres south-east of Lindler Court.

Note:- A separate public notice for the Raised Tables mentioned above is being published at the same time.

Zebra Crossings are proposed to be sited at the following locations in Leighton Buzzard:-

1. Lake Street at a point immediately north-west of Lindler Court. The proposed zebra crossing will replace the existing signal controlled crossing.
2. Morrisons' access road at a point immediately north-east of Lake Street. The proposed zebra crossing will replace the existing signal controlled crossing.
3. Grovebury Road at a point approximately 10 metres south-west of Billington Road. This crossing will replace the existing one that is sited approximately 6 metres south-west of the location of the proposed zebra crossing.

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR or online at www.centralbedfordshire.gov.uk/consultations.

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239 Ampthill Road
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Basil Jackson
Assistant Director for Highways

23rd February 2012

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING IN LINDLER COURT, LEIGHTON BUZZARD

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. At the present time the junction of Lindler Court and Lake Street is controlled by traffic signals, but there is a proposal to convert this to a mini-roundabout as part of a major highway improvement scheme. An uncontrolled raised pedestrian crossing point would be constructed across the Lindler Court leg of the junction. There needs to be adequate inter-visibility between drivers and pedestrians at this location, so that length of road must remain clear of parked vehicles.

Effect of the Order:

To introduce a Prohibition of Waiting (double yellow lines) on the following lengths of road in Leighton Buzzard:

Lindler Court, both sides, from its junction with Lake Street in a south-westerly direction to a point approximately 15 metres north-east of the south-west flank wall of property no.46 Lindler Court.

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR or online at www.centralbedfordshire.gov.uk/consultations. 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. Please contact Gary Baldwin, tel. 0845 365 6116 or e-mail gary.baldwin@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 19th March 2012.

Order Title: if made will be "Central Bedfordshire Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008 (Variation No *) Order 201*"

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways
and Transport

23rd February 2012

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ZONE IN LAKE STREET, BILLINGTON ROAD AND OTHER ROADS IN LEIGHTON BUZZARD

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. These works are part of a major highway improvement scheme, which has been designed to reduce vehicle speeds and improve road safety and the environment for all road users.

Effect of the Order:

To introduce a 20mph speed limit zone on the following lengths of road in Leighton Buzzard:-

- | | |
|---------------------|--------------------------------------------------------------------------------------------------------------------|
| 1. Lake Street | From its junction with Leston Road to its junction with Billington Road and Stanbridge Road |
| 2. Billington Road | From its junction with Lake Street and Stanbridge Road to its junction with Chartmoor Road |
| 3. Leston Road | From a point approximately 65 metres east of its junction with North Street to its junction with Lake Street |
| 4. Hockliffe Street | From its junction with Leston Road in an easterly direction for a distance of approximately 30 metres |
| 5. Stanbridge Road | From its junction with Lake Street and Billington Road in an easterly direction to its junction with Linwood Grove |
| 6. Grovebury Road | From its junction with Billington Road in a south-westerly direction for a distance of approximately 70 metres |
| 7. Old Chapel Mews | For its entire length |
| 8. Grove Road | For its entire length |
| 9. Lindler Court | For its entire length |
| 10. The Maltings | For its entire length |

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR or online at www.centralbedfordshire.gov.uk/consultations. 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. Please contact Gary Baldwin, tel. 0845 365 6116 or e-mail gary.baldwin@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 19th March 2012.

Order Title: If made will be "Central Bedfordshire Council (20mph Speed Limit Zone) (Lake Street and Billington Road Area, Leighton Buzzard) Order 201**"

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways
and Transport

23rd February 2012

Appendix E

Representation 1

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ZONE IN LAKE STREET, BILLINGTON ROAD AND OTHER ROADS IN LEIGHTON BUZZARD

Hi

If this proposal includes the introduction of speed humps, which have been implemented elsewhere in Leighton Buzzard, where 20mph restrictions have been put in place, then I object to this proposal on the following grounds:

- they cause deterioration to car suspension systems
- Differential movement, caused by the dynamic loading from vehicles, especially from HGV's, at the point of contact between the ordinary road surface and the speed hump, can be the cause of firstly a dip, and subsequently a pothole, appearing between the flat and the slope (this occurred recently at the Waitrose crossing in West Street). It can often be several weeks before this is spotted, then maintained.
- Night time driving becomes hazardous as oncoming vehicles are raised by the humps, causing their headlights to effectively become 'full beam'.
- The humps are often placed in positions where a driver's attention should be otherwise engaged - e.g. when they are located at roundabouts and zebra crossings, where maximum attention should be on other cars/people crossing, one's attention is drawn to the speed hump.
- The paint used to mark speed humps seems not to be of the highest quality, and the markings seem to rapidly deteriorate.
- Traffic lights in the vicinity already control traffic speed.
- Resurfacing roads in Leighton/Linslade would be a better way to allocate council money.

May I also take the opportunity to lodge a complaint about the narrowness of the road width restriction near Van Dyke School on Van Dyke Road.

regards

Representation 2

This is a comment about 20 mph and road restrictions on general in Leighton Buzzard. What is the point? Every day dozens of cars speed in excess of 40 mph on roads "restricted" to 30 or well over 20 where there is a 20 limit. On nearly every street there are untaxed and uninsured cars. And just don't get me started on how completely and utterly the High Street restrictions are ignored. Delivery vehicles, taxis and idiots speeding through taking short cuts all drive through the buses / cyclists only gap - there must be 30+ vehicles every day.

So why extend any more restrictions? The roads are getting more dangerous as the unenforced restrictions are obeyed by some and ignored by others creating large speed differentials. Oh, and Please check traffic flows outside Morrison's as I don't think the traffic flows will work with a roundabout.

Regards,

Representation 3

With regards to the proposal to have double lines in Lindler Court, I would suggest that they are put in at least as far as No.41 for two reasons:-

1. Cars are being parked on the pavement in front of the houses. This means pedestrians, mothers with small children, prams and pushchairs have to walk in the road to pass. Cars are also parked on that side of the road narrowing the road which may cause problems for access by the Fire and Ambulance services.
2. Cars have also parked opposite the side road leading to properties Nos. 1 - 16, this causes problems in entering and leaving the side road.

I would appreciate it if you could give some thought to the above.

Thank you.

Yours faithfully,

Representation 4

I would like to lodge my complaint with regards to the proposed plans to turn a section of the road in Lindler Court into no parking (double yellow lines).

For a close to have 53 houses/flats it is ridiculous to have so little parking. Most houses/flats have at least 2 cars and this will only get worse as children grow up and start driving themselves. At present there is only space for about 8/9 extra vehicles to park which as you can imagine already causes problems, so to then reduce this by about 4 vehicles is unacceptable, especially as we have various people/cars that seem to use it as a car park anyway by driving in, leaving their cars and going off to their respective workplaces.

I agree that the double yellow lines could do with be extended slightly but the length you are proposing is too excessive.

Representation 5

Dear Sir:

We are writing in respect of the proposals for a major highway improvement scheme affecting Lake Street and Lindler Court in Leighton Buzzard.

Your proposal is being introduced with the aim "to reduce vehicle speeds and improve road safety and the environment for all road users" we believe that this proposal is flawed and has not adequately taken into account the local impact on traffic in the area, traffic flow and various environmental concerns .

Our residence location in Lindler Court leaves us ideally placed to view the current flow of traffic down Lake Street at the points were you plan to make changes. The key challenge in this area at present is not excessive vehicle speeds but the extremely slow flow of traffic at peak time; something which we believe has deteriorated since the introduction of traffic calming proposals further into town.

We believe that in drafting these proposals some factors may not have been considered or been given due consideration:-

- 1) Parking provision in Lindler Court is already very limited (it is a small road given the number of houses), introduction of a raised crossing will reduce this provision even further causing inconvenience to residents, visitors and tradesmen.

- 2) Lake Street is used as a key route for Emergency vehicles particularly ambulances forcing these vehicles to pass over humps reduces their response time and affects patients travelling in the vehicle. Have these authorities been directly consulted on this proposal or research done on the frequency of these vehicles using this stretch of road.
- 3) Currently exit from Linder Court or Morrisons onto Lake Street is governed by traffic lights allowing exit after a reasonable period. The change to a mini roundabout leaves this period totally dependent upon the high level of traffic using Lake Street. As has been seen at the roundabouts along West Street and Leighton Road joining the main road can be a time consuming and frustrating process. We find it difficult to understand how changing to a roundabout will achieve the aims set out – but is more likely to result in less safety as drivers become frustrated and likely to take risks to join the road.
- 4) With the implementation of a raised surface for the crossings we believe there will be increased noise from the road traffic as cars either speed up or break to travel over the raised surface plus the ‘thumps’ as cars drop down back to the normal surface. We also note that the raised surface that was put in place on West Street has not lasted and is already breaking up despite being resurfaced previously if the same happens with your proposal it will further increase road noise.
- 5) The proposal will see a section of road that is already ‘calmed’ by a set of Traffic lights and a Pelican crossing – becoming ‘over calmed’ by two raised crossings and two roundabouts. From having cars start and stop (accelerate / slowdown) twice they will now have to do it four times in a matter of the length of less than a couple of football pitches.

I believe there are enough concerns here to have this proposal completely reviewed in general terms.

As a individual who would have to take this route each day the thought of having to navigate this ‘assault course’ of humps followed by a route of roads full of potholes fills me with dread and makes me question whether the money that we pay in taxes is being put to good use. Perhaps filling the potholes with the money that would be spent on this scheme would be a better option

Sincerely,

Representation 6

Dear Sir:

Further to my husband’s objection to your proposals for a major highway improvement scheme affecting Lake Street and Lindler Court in Leighton Buzzard I would like to reiterate and add the following points:

The key challenge in this area at present is not excessive vehicle speeds but the sheer amount and slow flow of traffic at peak time; something which we believe has deteriorated since the introduction of traffic calming proposals further into town.

We believe that in drafting these proposals some factors may not have been considered or been given due consideration:-

- 1) The two Raised Zebra Crossings in a short succession of space will have a negative impact on the numerous emergency vehicles passing Lake Street on a daily basis.
- 2) The Mini Roundabout which is to replace the current Traffic Lights at the Lake Street/Lindler Court junction will create problems for all Lindler Court Residents and

Morrisons' shoppers to enter Lake Street. Especially at rush hour traffic it will be very difficult, as the stream of vehicles in both directions is very dense. Instead of increasing safety, drivers may try to 'push in' and therefore increase the risk of accidents. Any driver trying to exit either Bell Close (Sports Ground) or Grove Road into Lake Street knows how difficult it is, particularly at peak times.

- 3) The proposed raised table zebra crossing will increase the amount of traffic noise considerably due to vehicles having to slow down & speed up twice in short succession.
- 4) As can be seen in West Street, the raised humps are of very poor road surface quality and in a short period of time have already worn and needed repair to little effect. Potholes are still there and are potentially dangerous & damaging to vehicles as well as costly to repair and maintain.
- 5) In regard to the proposed double yellow lines on both sides of Lindler Court I would like to make the following observation: With 33 houses and 13 Flats we have a very small road with extremely limited parking. All 13 Flats and 2 of the houses have no garage and, in addition, no provisions have been made for visitors parking. On weekends the lack of parking spaces becomes most apparent. Double yellow lines on both sides will see our situation worsen even further.

We believe there are enough concerns here to have this proposal completely reviewed in general terms.

Yours Sincerely

Representation 7

Dear Sir

Highways Act 1980 – Section 90A-1

Proposed humped zebra crossing in Lake St, Leighton Buzzard, 20m north west of Grove Road

I write regarding the above proposal – for a humped zebra crossing to replace the existing signal-controlled crossing. I have already written to Central Bedfordshire Council stating my objection to the above proposal during the consultation phase, but would like to reiterate my concerns.

The signal-controlled crossing in question in Lake Street is regularly used by school children walking to and from school, both accompanied by adults and also on their own. I use this crossing regularly and have seen vehicles ignore (or not even notice) the red traffic lights and drive straight through the crossing when children are about to cross – you cannot rely on the green man meaning it is safe to cross, you always have to ensure that the vehicles have come to a complete halt before you leave the pavement. This is something that children can easily forget when walking with their friends – if the green man is lit up and the beeps are saying it is safe to cross, it should be, but you always have to check that the traffic, particularly that coming down the hill from the roundabout at the junction with Hockcliffe Street, has also completely stopped.

If this signal-controlled crossing is replaced by a zebra crossing, I think the risk of traffic not stopping will increase dramatically – not only when there are already people crossing the road on the zebra crossing but also when there are pedestrians waiting to start to cross. Although vehicles are meant to stop when there are pedestrians waiting to cross using a zebra crossing, this is often ignored and I can see pedestrians having to wait a long time to be able to cross safely if the signal-controlled crossing is replaced. This crossing is on a slight bend when coming down the hill and I don't think a lot of drivers

notice the crossing until they are almost on it – which will be more likely if there are no traffic signals, just a zebra crossing on the road, albeit raised on a hump.

This is already the situation with the zebra crossing at the top of Lake Street, by the roundabout on Hockcliffe Road. Again I use this crossing regularly and at least once a week a vehicle will continue over the crossing even when I have started to walk across. This is particularly the case on the zebra crossing on the northbound lane: if the traffic coming up the hill in the left hand lane stops to let you cross using the zebra crossing, it is rare that the traffic in the right hand outer lane also stops, until you are standing in the middle of the zebra crossing – which you have to do, to make sure you don't get hit by the vehicle coming up the hill in the right hand lane.

I can understand the reasons for proposing that all the traffic signals in Lake Street are removed because they do not seem to operate in a very co-ordinated manner, but I do think that the signal controlled crossing north west of Grove Road should remain and not be replaced by a humped zebra crossing.

Yours faithfully

Appendix F



PROPOSED Road Humps and Raised Zebra Crossings – Lake Street, Leighton Buzzard.

<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter and offer the following comments for further consideration.</p> <p>Comments</p>	
<p>This Authority has considered the proposed Traffic Regulation Orders as outlined in your email and attachments dated the 21st February 2012, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.</p>	X

Name: - ...Steve Welham

Address ...Traffic Management Unit,
Bedfordshire and Hertfordshire Road Policing Unit.
Police Headquarters,
Woburn Road,
Kempston,
Beds. MK43 9AX.

Signed:- ...S. P. Welham.

PROPOSED Prohibition of Waiting – Lindler Court, Leighton Buzzard.

<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter and offer the following comments for further consideration.</p> <p>Comments</p> 	
<p>This Authority has considered the proposed Traffic Regulation Orders as outlined in your email and attachments dated the 21st February 2012, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.</p>	X

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 Woburn Road,
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 Beds. MK43 9AX.

Signed:- ...S. P. Welham.



PROPOSED 20 mph Speed Limit Zone – Lake Street and Billington Road Area, Leighton Buzzard.

<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter and offer the following comments for further consideration.</p> <p>Comments</p>	
<p>This Authority has considered the proposed Traffic Regulation Orders as outlined in your email and attachments dated the 21st February 2012, together with the reason(s) given. The proposals are accepted by this authority, therefore no objections will be offered.</p>	<p>X</p>

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