
Meeting: Traffic Management Meeting
Date: 5 February 2013
Subject: Meadway, Langdale Road and Lowther Road area,
Dunstable - Consider Objections to Proposed Traffic
Calming and Waiting Restrictions

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of traffic calming measures and waiting restrictions in the Meadway, Langdale Road and Lowther Road area of Dunstable following the publication of proposals.

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

Public/Exempt: Public

Wards Affected: Dunstable Central and Dunstable Watling

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and promote cycling and walking.

Financial:

The cost of implementing this scheme in total will be approximately £230000. This is currently provided within the Dunstable and Houghton Regis Local Area Transport Plan

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will reduce vehicle speed and improve road safety and the environment for all road users and residents in the area.

Sustainability:

Implementation of this scheme will encourage people to walk or cycle instead of using less sustainable forms of transport.

RECOMMENDATION(S):

- 1. That the proposals to install traffic calming measures in Meadway, Langdale Road and Lowther Road area of Dunstable be implemented as published.**
- 2. That the proposals to introduce waiting, stopping and loading restrictions in the Meadway, Langdale Road, Lowther Road and Beech Road area of Dunstable be implemented as published.**

Background and Information

1. This is a project contained within the LAMP (Local Area Transport Plan) for Dunstable and Houghton Regis. That plan developed in consultation with ward and Town Council members to highlight areas of local concern in relation to highways and transportation. The plan was developed through a series of consultative meetings and has been adopted by Central Bedfordshire Council for implementation. The content of the plan has been developed in the context of existing Council strategies, policies and aspirations, local and national policies and guidance as well as direct local input.

In this instance Councillors and members of the public had raised concerns about traffic speeding and rat running through the estate and felt that this was needed to be addressed. The members also expressed a desire to introduce area wide 20mph limits in residential areas, improve safety around schools and safety of, and for, pedestrians and cyclists in residential areas.

2. Central Bedfordshire Council proposes to introduce a traffic calming scheme along Meadway, Canesworde Road, Langdale Road and Lowther Road. The proposals consists of raised tables, junctions and pedestrian crossings together with targeted waiting restrictions to both slow traffic and reduce through traffic to the benefit of the residents in the area – by improving the safety and amenity for non-motorised users as well as drivers.
3. Meadway, Canesworde Road, Langdale Road, Lowther Road (and Beech Road) effectively form a route through the south western quadrant of Dunstable from West Street/Tring Road to High Street South. It is a popular route through the area which has over 4000 properties 7 schools, 2 local centres and various other local amenities. There is a degree of rat running through the area, though not as high as believed, and the perception locally of speeding as an issue. There has been at least one high profile incident including fatalities that have fuelled this perception.

During the consultations held to develop the Local Area Transport Plan for Dunstable, the volumes of through traffic and traffic speeds on Meadway, Canesworde Road, Langdale Road, Lowther Road, Oldhill and Beech Road were highlighted as serious concerns.

4. It was appreciated that until the A5 becomes de-trunked it is unlikely there will be a significant change in driver behaviour in respect of route selection. An outline scheme was produced that reflected the outcomes of the early consultations.
5. The main features implemented as a part of this scheme are raised flat speed tables, raised junctions and also new waiting restrictions. In parallel it is proposed to introduce new 20mph limit.

The main objective of the scheme is to reduce the speeds of traffic along Meadway, Canesworde Road, Langdale Road, Lowther Road and Beech Road in conjunction with the already approved 20mph speed limit (which is aimed to be implemented at the same time). This aims to reduce the number and severity of the traffic collisions, especially those involving the Non-Motorised Users.

The scheme aims also to promote sustainable transport options and choices in urban area, in parallel to speed reduction initiatives, safer route to schools etc, and the proposals support this with the creation of a less hazardous environment for walking and cycling in an area that contains several schools.

Through the use of the raised junctions, raised tables and raised crossing (both controlled and uncontrolled) the route will become less attractive for through traffic as a short cut or “rat-run”. This will help to regain and reinforce the residential nature of the surrounding area and improve safety at the schools and zebra crossings by raising junctions and widening footways.

Proposals were developed over time in consultative meetings with CBC and Town Council representatives to discuss the concerns raised within the LATP consultation and to utilise the toolbox of engineering measures to address them.

6. It was agreed by all parties that the developed scheme principles must be tested locally with residents by means of a public exhibition. Once a costed scheme had been arrived at that had been agreed by Officers and Members of the Council an exhibition was planned for the first stage of wider consultation.

A press release was undertaken to advertise the exhibition and every property in the area (approx. 4050) received a leaflet hand delivered the weekend before the exhibition was due to take place to ensure that everyone in the area that may be affected could have a chance to see the plans and discuss them with staff members.

7. The exhibition took place at Lark Rise Academy, a lower school in the area on the 25th and 26th May 2012 3pm to 8pm and 10am to 1pm respectively and was staffed by both Amey- Bedfordshire Highways (the designers) and CBC Policy Officers.

CBC Members also attended on both days to support the exhibition and talk to residents. Comments forms were available for residents to complete at the exhibition, and prepaid envelopes supplied to those who wanted to take them away to fill in. The plans and comments form were available on line on the CBC consultations webpage, for those who preferred this method or were unable to come to the exhibition and talk to the staff there.

Resulting from the exhibition feedback further amendments were made to the proposals, agreed with members and a final scheme prepared for statutory consultation where this was required.

8. The proposals for the traffic calming measures and the waiting restrictions were both formally advertised by public notice during November and December 2012. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and Elected Members. Public notices were also posted on-street.

Consultation results

9. A total of 27 representations have been received, 20 of which are opposed to some aspects of the advertised proposals. Of the objections, 13 of them express concerns about the traffic calming measures and 9 oppose the waiting restrictions. Copies of all objections are included in Appendix E and representations are included in Appendix F and the comments are summarised below. In addition, Bedfordshire Police has provided a formal response as shown in Appendix G.
10. The main points raised by those objecting to the proposed waiting restrictions and traffic calming measures are as follows:-
 - a) A number of objectors were concerned that the proposals (either through the traffic calming or carriageway narrowing - footway widening adjacent to Queensbury school) would adversely affect the existing or proposed bus services along the route.
 - b) A number of objectors were concerned or commented on the extents of the waiting restrictions proposed. These were to do with type (single yellow lines or double yellow lines), extents (too far or not far enough), locations and justifications.
 - c) A couple of objectors were concerned about the loss of a small grassed area at the junction of Meadway and Canesworde Road to provide pedestrian access to the improved uncontrolled crossing (pedestrian refuge on Meadway).
 - d) A number of objectors cited that scheme was a waste of money and/or not required or that the money could be better spent on routine maintenance (of the highway).
 - e) Two objectors were concerned about the location of a road hump in Oldhill and the affect that it would have on crossing the road for visually impaired people and for access to other transport.

- f) An objector was concerned traffic calming along the route and in particularly Langdale Road (outside Queensbury School) would cause traffic to be displaced onto Appleby Gardens.
 - g) An objector was concerned that the waiting restrictions would prevent the regular delivery to them of large medical supplies by lorry.
 - h) An objector was concerned with the location of an uncontrolled pedestrian crossing west of Lowther Road on Langdale Road.
11. Bedfordshire Police has considered the traffic calming proposals and states that “This Authority still has great concerns regarding the lack of traffic calming for 20mph limits on the through roads on this estate such as Lowther Road, Meadway, Old Hill, Langdale etc. where there is existing speed issues at 30mph. They have no comments to make regarding the proposed waiting restrictions.
12. Additionally a number of comments and observations were made. As with the objections these consisted generally of comments around the waiting restrictions (extents, duration, and locations) and traffic calming (requirement for, and effectiveness). The comments were both in support of the scheme as well as questioning some aspects, but as submitted as comments, have not been considered as objections to the scheme (see appendix E).

Responses and Conclusion

13. Bedfordshire Highways’ response to the specific points listed above are as follows:-
- a) The proposals were designed to have minimal impact on any current or future bus services, whilst benefitting the area. The requirements of the larger buses that may potentially be used on the Guided Bus Way were taken into consideration and the current Public Transport provider was involved in the consultation process. The footway widening on Langdale Road adjacent to Queensbury school is to ensure there is sufficient width for the safety of the children using it whilst the slightly narrowed carriageway (minimum width 5.5m) is adequate for two vehicles to safely pass each other, remembering that this area will be subject to a 20mph speed limit.
 - b) The proposed waiting restrictions are part of the measures being used to slow traffic and improve safety and amenity of the area. The application of the waiting restrictions has had to balance the safety of road users (motorised and no motorised) with those of residents and other users of the roads. The majority of the restrictions have been targeted in or around junctions or schools and are required to ensure that the areas are kept clear and that visibility is not blocked or reduced in these areas or to ensure that access is available (for buses and emergency vehicles) or not unduly restricted. Wherever parking restrictions are being proposed there is almost always alternative nearby unrestricted on-street parking available for people to use. If the waiting restrictions are found to be not performing, or as effective as anticipated, then amendments could be considered at a later date.

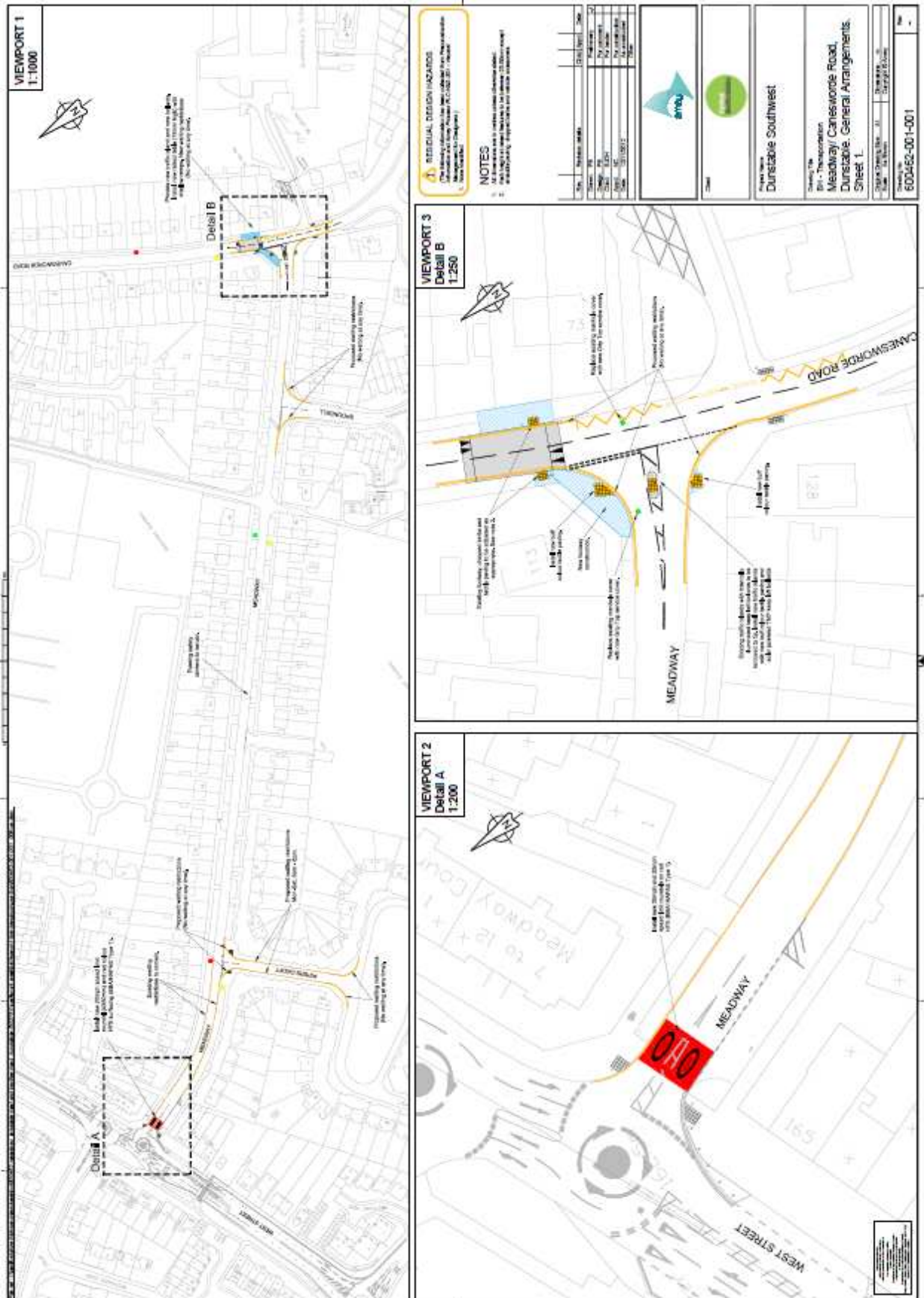
- c) The area needs to be converted to footway to allow access to the pedestrian crossing point. Currently the whole of this area is grassed, and any pedestrians wishing to cross have neither a path nor dropped kerbs if they wish to cross Meadway at this location. During the consultation this crossing point was identified as both benefiting pedestrians (even though substandard) and slowing traffic hence, it is being retained and improved.
- d) The LATP funding for this scheme is ring-fenced and cannot be diverted to highway maintenance, though the scheme will be delivered in conjunction with resurfacing works in Canesworde Road and Langdale Road. The scheme was included in the LATP programme in response to local concerns regarding speeding and excess traffic and developed into a scheme with Member input to address these issues and help improve the amenity of the area for the residents.
- e) The round topped road hump (used in this location as there is insufficient space between driveways for a normal flat top table – and it is not on either an existing or proposed bus route) has been located between vehicle driveways to minimise any inconvenience to residents. It is round-topped and does not extend from kerb to kerb but stops short to allow for drainage. Hence, it is not intended or designed to be a location used for crossing the road. Should residents wish to cross the road, especially those with visual impairments, they can do so by taking advantage to cross using driveways close to the road hump where vehicle speeds will be reduced. If practicable the location of the road hump will be adjusted to assist ambulance access.
- f) The traffic calming features are specific and targeted in the main to slow traffic at junctions and provide safe footways and crossing points along this section of Langdale Road. The traffic calming features are therefore not regular enough to make or warrant diversion onto Appleby Gardens (requiring the negotiation of three junctions, including re-joining Langdale road where they will not have priority) sufficiently attractive to drivers that they would be likely to do that, however, the situation can be monitored
- g) This will not be the case as the proposed restrictions are Waiting restrictions, rather than Loading restrictions. Loading restrictions are not being proposed as part of this scheme.
- h) The crossing has been provided to assist pedestrians in crossing the road on one of the natural desire lines around the junction located in an area that will be subject to a 20mph speed limit. Traffic from Lowther road will be slowed on the approach firstly by a raised crossing immediately before the mini roundabout (providing improved crossing opportunities of Lowther Road for pedestrians) and then by the roundabout itself. Alternate locations for this crossing point on Langdale Road will be investigated and considered if found to be more suitable.

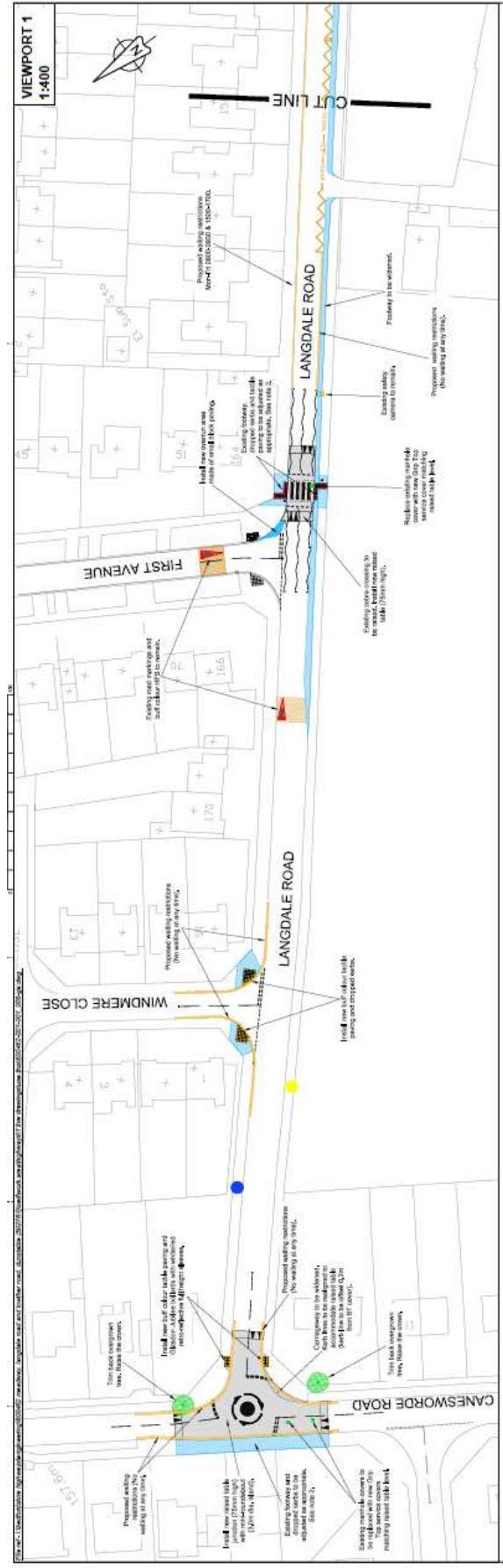
14. The comments received from Bedfordshire Police are acknowledged and we would normally seek their agreement when considering new traffic schemes. Their response is essentially related to the proposed 20mph speed limit which the Council has already considered and agreed to introduce. The current traffic calming scheme is an attempt to encourage drivers to comply with the 20mph speed limit, particularly at locations where pedestrian activity is high, such as near to schools.
15. In conclusion, it is considered that the scheme offers a reasonable balance between road safety and not unduly inconveniencing essential road users, such as local residents. Therefore, it is recommended that the scheme be approved for implementation as advertised.

Appendices:

- Appendix A – Drawings of Proposed Traffic Calming Measures and Waiting Restrictions
- Appendix B – Public Notice for Proposed Raised Traffic Calming Measures
- Appendix C – Public Notice for Proposed Waiting and Loading Restrictions
- Appendix D – Objections
- Appendix E – Other representations
- Appendix F – Bedfordshire Police reply

Appendix A





VIEWPORT 1 1:400

RESIDENTIAL DESIGN HAZARDS
 Identification and Analyt (Provision 15.1-18.0-201) - Repeat
 Issue No. 0001

NOTES

- All dimensions are to true center of mass unless stated.
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- Where applicable, dimensions are to the center of mass.
- Dimensions are to true center of mass unless stated.

Rev	Revision Details	Drawn/Checked	Date
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02	Issue for comment		
03	Issue for comment		
04	Issue for comment		
05	Issue for comment		
06	Issue for comment		
07	Issue for comment		
08	Issue for comment		
09	Issue for comment		
10	Issue for comment		

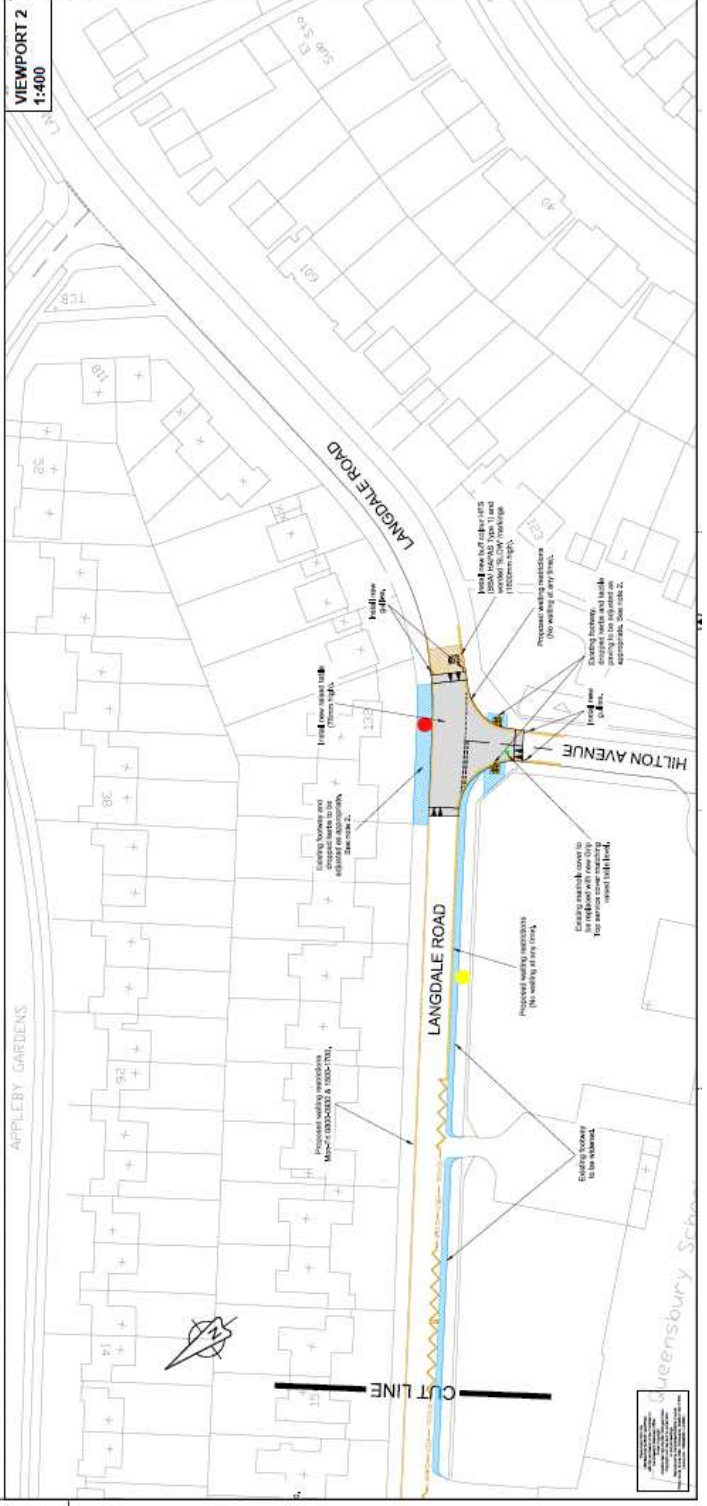
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Project Name
Dunstable Southwest

Drawing Title
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Langdale Road, Dunstable,
General Arrangements,
Sheet 2.

Scale 1:400

Drawing No. 600462-001-002



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RESIDENTIAL DESIGN HAZARDS
 Identification and Analyt (Provision 15.1-18.0-201) - Repeat
 Issue No. 0001

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- All dimensions are to true center of mass unless stated.
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07	Issue for comment		
08	Issue for comment		
09	Issue for comment		
10	Issue for comment		

Client

Project Name
Dunstable Southwest

Drawing Title
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Langdale Road, Dunstable,
General Arrangements,
Sheet 2.

Scale 1:400

Drawing No. 600462-001-002

RESIDUAL DESIGN HAZARDS
 (The following information has been calculated from the Proposed Construction Information and Approval Program (PL 12-1012-20) - Hazard)

NOTES

1. All existing structures shown on this plan are assumed to be in good condition.
2. All proposed structures shown on this plan are assumed to be in good condition.
3. All proposed structures shown on this plan are assumed to be in good condition.
4. All proposed structures shown on this plan are assumed to be in good condition.

No.	Description	Checked By	Date
1	Design		
2	Check		
3	Approval		
4	Final		



Project Name
 Dunstable South West

Client
 Dunstable South West

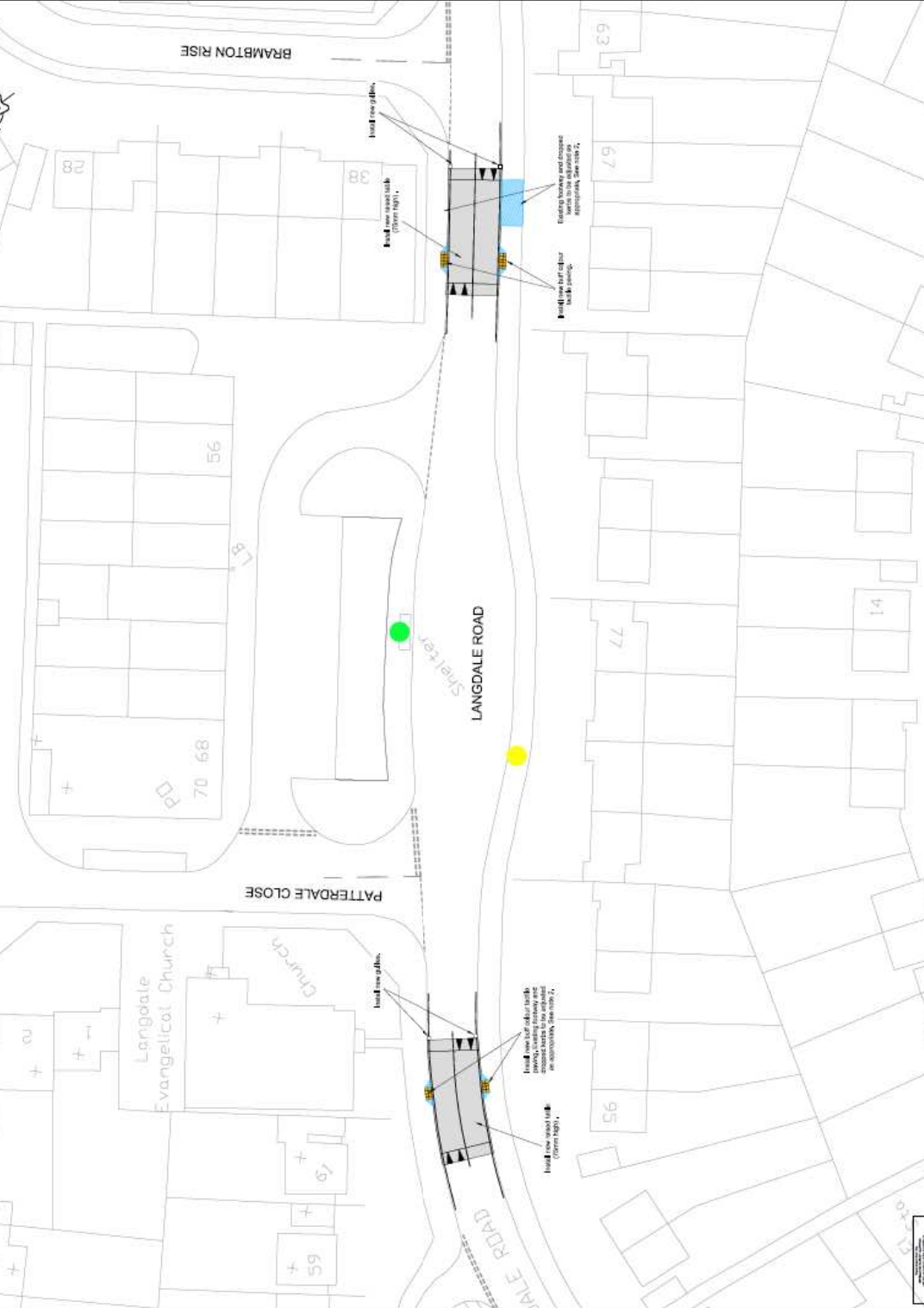
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 Sheet 3.

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 [Name]

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 [Name]

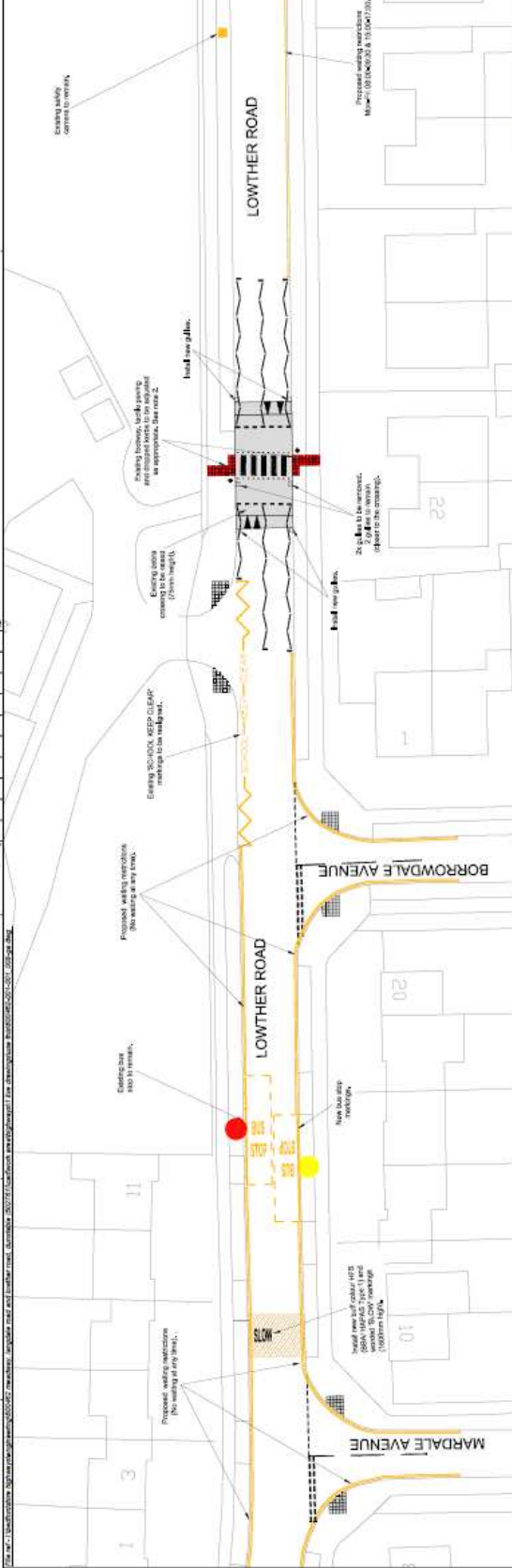
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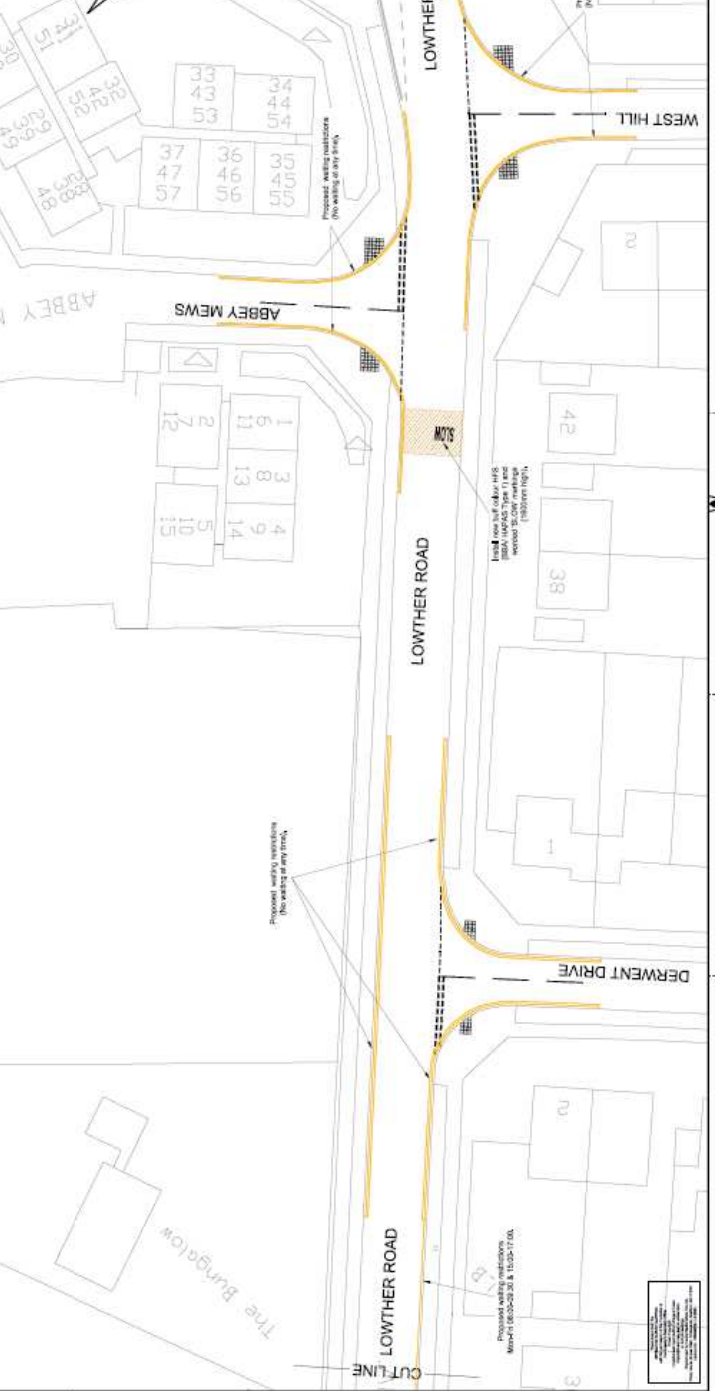
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2. All proposed structures shown on this plan are assumed to be in good condition.
3. All proposed structures shown on this plan are assumed to be in good condition.
4. All proposed structures shown on this plan are assumed to be in good condition.

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**VIEWPORT 2
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RESIDUAL DESIGN HAZARDS
(The following information has been obtained from Preliminary Residual Design Hazard Assessment Report (R15-0183-2301 - Hazard Management & Design)).

NOTES

1. Proposed new pavements, kerbs, manholes and drainage systems are shown in yellow.
2. All new pavements to be laid on a 200mm compacted subgrade.

Rev	Description	Checked	Drawn
1	Final Design	[Signature]	[Signature]



Client
Dunstable Southwest

Project Name
Dunstable Southwest

Drawing Title
BH - Transportation
Lowther Road, Dunstable,
General Arrangements,
Sheet 5.

Original Drawing Title
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600462-001-005

RESIDUAL DESIGN HAZARDS
 (The following information has been extracted from Project Hazard
 Assessment Report No. 150-00-001 - Hazard
 Management and Design)

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 1. All dimensions are in metres unless otherwise stated.

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Client
 Dunstable Southwest

Project Name
 Dunstable Southwest
 BH-Resuspension
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 Drawing Date: 01/09/2012
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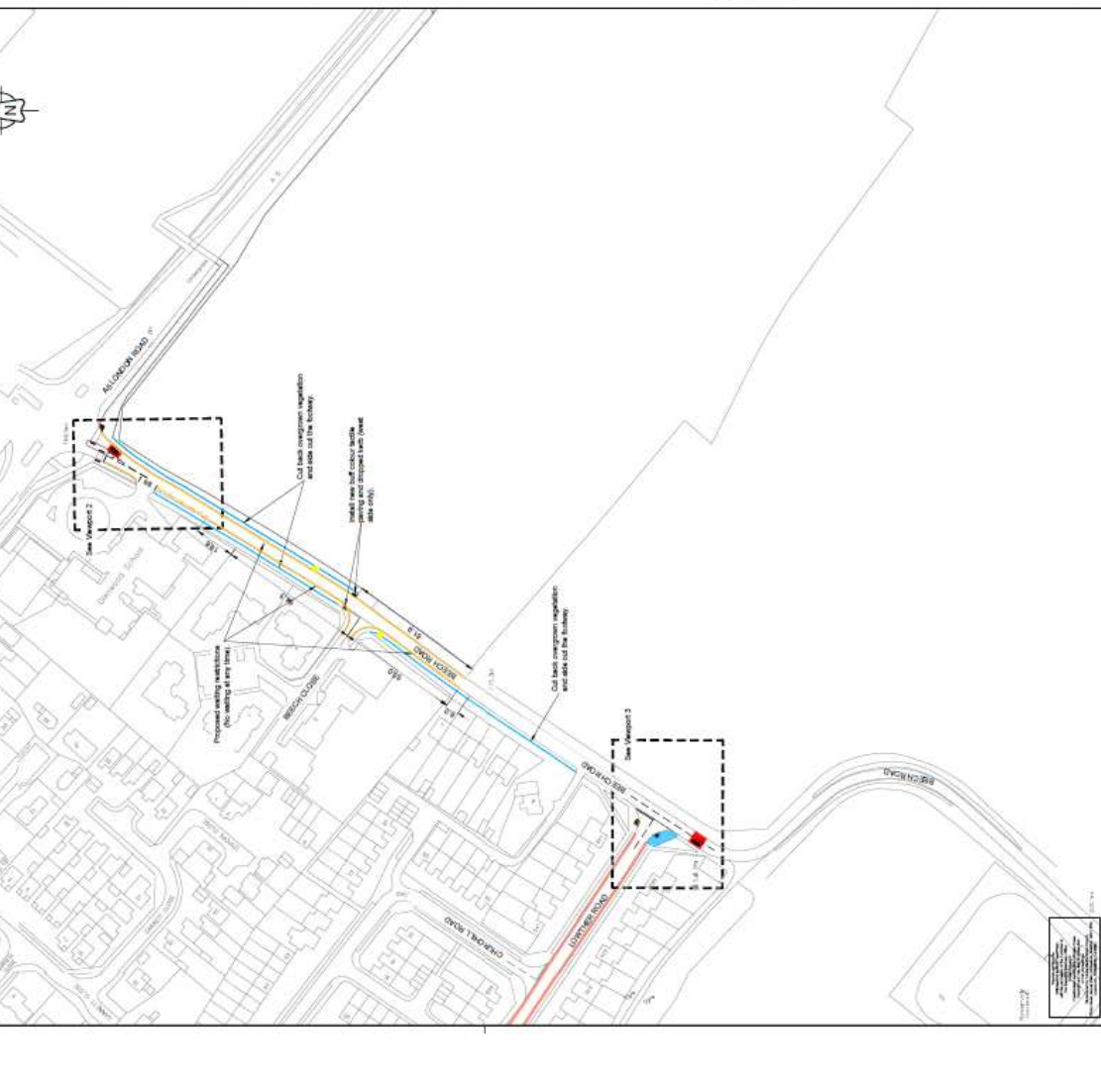
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 undertaken on 26/06/2017. All observations are to remain unless otherwise stated.)

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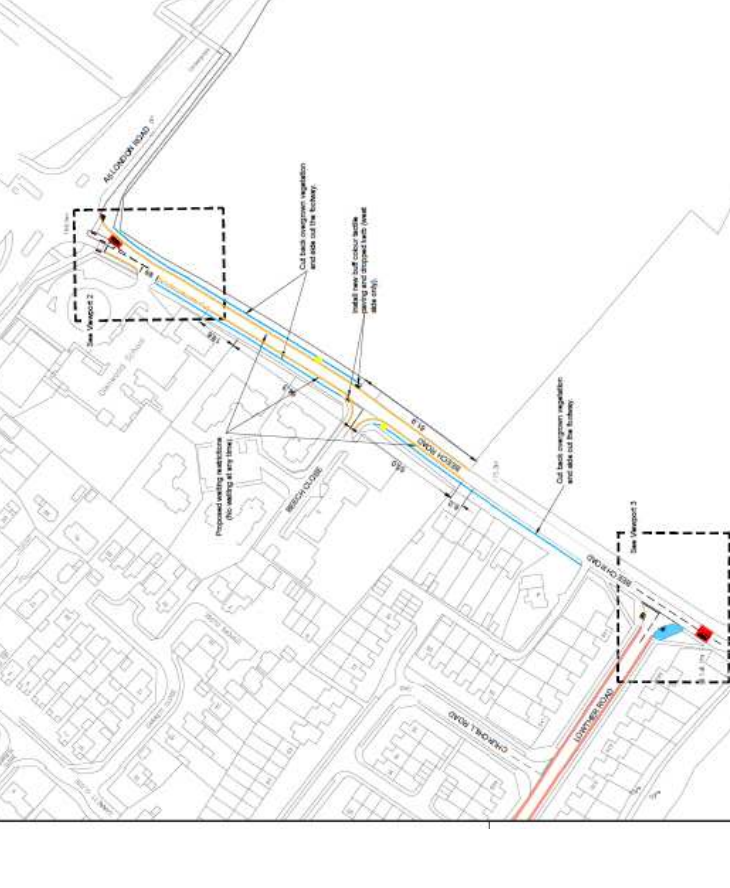
- All observations are to remain unless otherwise stated.

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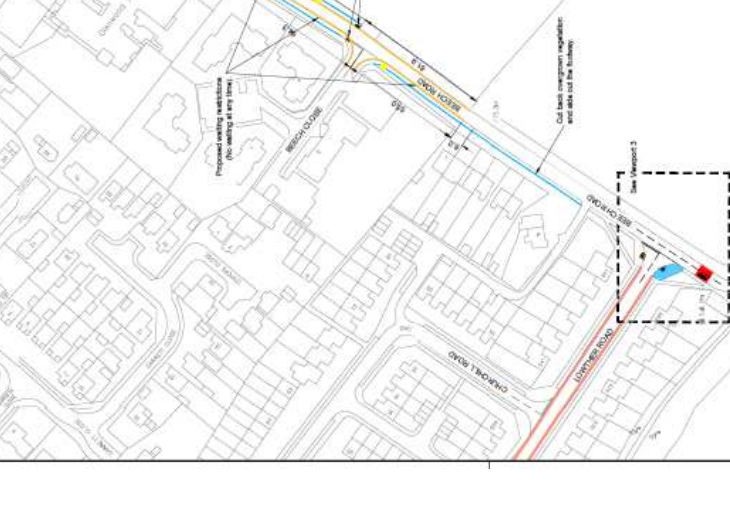
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VIEWPORT 2
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VIEWPORT 3
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Project Name
Dunstable Southwest

Location
Beech Road, Dunstable, Bedfordshire, UK

Sheet
Sheet 8

Scale
As Shown

Date
07/06/2017

Drawing No.
600462-001-008

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO CONSTRUCT RAISED TRAFFIC CALMING FEATURES IN THE LANGDALE ROAD AND LOWTHER ROAD AREA OF DUNSTABLE

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct a number of raised traffic calming features, including road humps, under Section 90 A-I of the Highways Act 1980 and all other enabling powers in various roads throughout the south-west quadrant of Dunstable. These works are part of a highway 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:-

3 Raised Junction Tables, 4 Flat-topped Road Humps, 2 Humped Zebra Crossings and 1 Round-topped Road Hump as described below:-

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:-

1. Canesworde Road/Langdale Road junction covering a total length of approximately 32 metres of Canesworde Road and extending approximately 12 metres into Langdale Road.
2. Langdale Road/Hilton Avenue junction covering a total length of approximately 26 metres of Langdale Road and extending approximately 8 metres into Hilton Avenue.
3. Lowther Road/Oldhill junction covering a total length of approximately 32 metres of Lowther Road and extending approximately 8 metres into Oldhill.

Flat-topped Road Humps at a nominal height of 75mm, across the full width of the road, are proposed to be sited at the following locations:-

1. Canesworde Road covering a total length of approximately 16 metres, centred at a point approximately 19 metres north-east of its junction with Meadway.
2. Langdale Road covering a total length of approximately 16 metres, centred at a point approximately 29 metres north-west of its junction with Patterdale Close.
3. Langdale Road covering a total length of approximately 18 metres, centred at a point approximately 20 metres north-west of its junction with Brampton Close.
4. Lowther Road covering a total length of approximately 18 metres, centred at a point approximately 9 metres south of its junction with Langdale Road.

Humped Zebra Crossings at a nominal height of 75mm, across the full width of the road, are proposed to be sited at the following locations (Existing zebra crossings proposed to be re-built on raised tables):-

1. Langdale Road covering a total length of approximately 16 metres, centred at a point approximately 14 metres south-east of its junction with First Avenue.
2. Lowther Road covering a total length of approximately 15 metres, centred at a point approximately 42 metres south-east of its junction with Borrowdale Avenue.

Round-topped Road Hump at a nominal height of 75mm, across the full width of the road are proposed to be sited at the following location:-

1. Oldhill covering a total length of approximately 4 metres, centred at a point approximately 98 metres north-east of its junction with Lowther Road.

Further Details: of the proposals and plans may be examined during normal opening times at Dunstable Library, Vernon Place, Dunstable LU5 4HA 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 14th December 2012.

Technology House
239 Ampthill Road
Bedford

Basil Jackson
Assistant Director for Highways

18th November 2012



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING AND LOADING RESTRICTIONS IN THE LANGDALE ROAD AND LOWTHER ROAD AREA OF DUNSTABLE

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The waiting restrictions are intended to address indiscriminate parking near to junctions, outside schools and other potentially hazardous locations.

Effect of the Order:

To introduce No Waiting at Any Time (double yellow lines) on the following lengths of road in Dunstable:-

Meadway, south-west side, from a point approximately 25 metres south-east of the property boundary of nos. 10 and 12 Meadway, in a south-easterly direction for a distance of approximately 30 metres.

Pipers Croft, both sides, from its junction with Meadway in a south-westerly direction to a point approximately 24 metres north-east of the property boundary of nos. 3 and 5 Pipers Croft.

Pipers Croft, both sides, from a point 27 metres south-west of the property boundary of nos. 3 and 5 Pipers Croft in a south-westerly direction for a distance of approximately 15 metres.

Pipers Croft, north-east side, from a point approximately 5 metres south-east of the property boundary of nos. 6 and 8 Pipers Croft in a south-easterly direction for a distance of 30 metres.

Meadway, south-west side, from a point approximately 5 metres south-east of the property boundary of nos. 96 and 98 Meadway, in a south-easterly direction for a distance of approximately 59 metres.

Spoondell, both sides, from its junction with Meadway in a south-easterly direction to a point approximately 3 metres south-west of the front wall of no. 108 Langdale Road.

Meadway, both sides, from a point approximately 14 metres south-east of the property boundary of nos. 120 and 122 Meadway to its junction with Canesworde Road.

Canesworde Road, west side, from a point approximately 1 metre north-east of the property boundary of nos. 67 and 69 Canesworde Road in a southerly direction for a distance of approximately 68 metres.

Canesworde Road, east side, from a point approximately 1 metre north-east of the property boundary of nos. 67 and 69 Canesworde Road in a southerly direction for a distance of approximately 23 metres.

Canesworde Road, both sides, from a point approximately 2 metres north-east of the property boundary of nos. 38 and 40 Canesworde Road in a south-westerly direction for a distance of approximately 42 metres.

Langdale Road, both sides, from its junction with Canesworde Road to a point approximately 6 metres south-east of the front wall of no. 27 Canesworde Road.

Langdale Road, north-east side, from a point approximately 3 metres north-west of the rear wall of no. 1 Windermere Close in a south-easterly direction for a distance of approximately 44 metres.

Windermere Close, both sides, from its junction with Langdale Road in a north-easterly direction to a point approximately 3 metres north-east of the property boundary of nos. 1 and 2 Windermere Close.

Langdale Road, south-west side, from a point approximately 18 metres north-west of the property boundary of No's 160 and 162 Langdale Road in a south easterly direction for a distance of approximately 28 metres.

Langdale Road, south-west side, from a point approximately 13 metres north-west of the property boundary of nos. 140 and 142 Langdale Road in a south-easterly direction for a distance of approximately 82 metres.

Hilton Avenue, both sides, from its junction with Langdale Road in a south-westerly direction for a distance of approximately 15 metres measured from the rear of the footway on Langdale Road.

Langdale Road, both sides, from a point approximately 4 metres north-west of the property boundary of nos. 48 and 50 Langdale Road in a generally easterly direction to a point approximately 11 metres east of the boundary of nos. 32 and 34 Langdale Road.

Kirkstone Drive, both sides, from its junction with Langdale Road in south-westerly direction for a distance of approximately 13 metres when measured from the rear of the footway on Langdale Road.

Lowther Road, both sides, from the junction with Langdale Road in a southerly direction to a point in line with the front wall of no. 51 Langdale Road.

Lowther Road, north-east side, from a point approximately 16 metres north-west of the property boundary of nos. 1 and 3 Lowther Road in a south-easterly direction to a point approximately 4 metres south-east of the property boundary of nos. 9 and 11 Lowther Road.

Lowther Road, south-west side, from a point approximately 16 metres north-west of the property boundary of nos. 1 and 3 Lowther Road in a south-easterly direction to a point approximately 4 metres north-west of the property boundary of nos. 9 and 11 Lowther Road

Mardale Avenue, both sides, from its junction with Lowther Road in a south-westerly direction to a point approximately 1 metre south-west of the rear flank wall of No. 8 Lowther Road.

Lowther Road, south west side, from a point approximately 6 metres north-west of the property boundary of nos. 18 and 20 Lowther Road in a south easterly direction for a distance of approximately 49 metres.

Borrowdale Avenue, both sides, from its junction with Lowther Road in a south-westerly direction to a point approximately 2 metres south west of the rear flank wall of no. 20 Lowther Road.

Lowther Road, south-west side, from a point approximately 21 metres south-east of the property boundary of nos. 34 and 36 Lowther Road in a south easterly direction for a distance of approximately 54 metres.

Derwent Drive, both sides, from its junction with Lowther Road in a south-westerly direction to a point in line with the boundary line of nos. 2 and 4 Derwent Drive.

Lowther Road, north east side, from a point approximately 6 metres south-east of the property boundary of nos. 38 and 40 Lowther Road in a south easterly direction for a distance of approximately 42 metres.

Abbey Mews, both sides, from the junction with Lowther Road in a north easterly direction for a distance of approximately 18 metres measured from the rear of the footway on Lowther Road.

Lowther Road, south-west side from a point approximately 24 metres south-east of the property boundary of nos. 38 and 40 Lowther Road in a south-easterly direction for a distance of approximately 48 metres.

West Hill, both sides, from its junction with Lowther Road in a south-westerly direction to a point approximately 2 metres north-east of the property boundary of nos. 2 and 4 West Hill.

Beech Road, north-west side, from a point approximately 6 metres north-east of the property boundary of nos. 1 and 3 Beech Road in a north-easterly direction for a distance of approximately 137 metres.

Beech Road, north-west side, from a point approximately 179 metres north-east of the property boundary of nos. 1 and 3 Beech Road in a north-easterly direction for a distance of approximately 18 metres.

Beech Road, south-east side, from a point approximately 6 metres north-east of the property boundary of nos. 1 and 3 Beech Road in a north-easterly direction for a distance of approximately 185 metres.

To introduce No Loading at Any Time on the following length of road in Dunstable:-

Beech Road, north-west side from a point approximately 179 metres north-east of the property boundary of nos. 1 and 3 Beech Road in a north-easterly direction for a distance of approximately 18 metres

To introduce No Waiting Monday to Saturday 8am to 6pm on the following length of road in Dunstable:-

Pipers Croft, both sides, from a point approximately 24 metres north-east of the property boundary of nos. 3 and 5 Pipers Croft in a south-westerly direction to a point 27 metres south-west of the property boundary of nos. 3 and 5 Pipers Croft.

To introduce No Waiting Monday to Friday 8am to 9.30am and 3pm to 5pm on the following lengths of road in Dunstable:-

Langdale Road, north-east side, from a point approximately 18 metres north-west of the property boundary of nos. 160 and 162 Langdale Road in a south-easterly direction to a point approximately 8 metres west of the property boundary of nos. 128 and 130 Langdale Road.

Lowther Road, south-west side, from a point approximately 8 metres north-west of the property boundary of nos. 28 and 30 Lowther Road in a south-easterly direction to a point approximately 21 metres south-east of the property boundary of nos. 34 and 36 Lowther Road.

To introduce 10 minutes Limited Waiting with No Return within 1 hour on the following lengths of road in Dunstable:-

West Street, south side from a point approximately 6 metres west of the east flank wall of no.163 West Street in a westerly direction for a distance of approximately 26 metres.

Meadway, west side, from a point in line with the front wall of no.163 West Street in a southerly direction for a distance of approximately 26 metres.

To amend the existing length of No Stopping, Monday-Friday 8am - 4.30pm on school entrance markings so that they will cover the following lengths of road in Dunstable:-

Lowther Road, north-east side, from a point approximately 46 metres south east of the property boundary of nos. 9 and 11 Lowther Road in a south-easterly direction for a distance of approximately 37 metres.

Beech Road, north-west side, from a point approximately 144 metres north-east of the property boundary of nos. 1 and 3 Beech Road in a north-easterly direction for a distance of approximately 25 metres.

To Revoke the existing No Waiting At Any Time on the following length of road in Dunstable:-

Lowther Road, south-west side, from the property boundary of nos. 26 and 28 Lowther Road in a south easterly direction for a distance of approximately 3 metres.

Further Details: of the proposed Order and a plan may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA or online at www.centralbedfordshire.gov.uk/consultations. These plans 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 14th December 2012.

Order Title: if made will be "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 201**".

Technology House
239 Ampthill Road
Bedford

Basil Jackson
Assistant Director for Highways
and Transportation

18th November 2012

Appendix D

Many thanks for your letter dated 15 Nov 2012 informing of proposed Waiting and Loading restrictions and Raised Traffic Calming features Langdale and Lowther Rd areas in Dunstable.

I note that there is no detail on any of the waiting and loading restriction measures you propose, only the traffic calming measures.

I might be getting cynical as I get older, but I can't help thinking this is a deliberate ploy to get the parking / waiting / loading restrictions you have also mentioned approved "by stealth".

Please accept this email as a formal objection to your plans. Whilst I would not normally oppose to traffic calming measures, as safety of pedestrians is of paramount importance, I must lodge an appeal on the basis of my **absolute disagreement to any parking restrictions** or changes you wish to impose on the current parking available **outside the parade of shops on Langdale Rd.**

I have no doubt enforcing parking, waiting and loading restrictions would have a profoundly negative impact on business, which I may add is currently bucking the trend of the dire situation in Dunstable Town Centre, which will never improve whilst it is "car unfriendly".

To make the area outside the parade equally "car unfriendly" makes no sense and makes one question the intelligence of the planning authority / central beds council if they appear not to be learning lessons from previous mistakes, particularly in light of the financially austere times we are having to endure and are likely to endure for the foreseeable future.

It is hoped you confirm receipt of this email and that you respond to the points I have raised with regards to parking.

Many thanks in anticipation.

I am writing in conjunction with the letter I received today regarding yellow lines being painted specifically on the corner of Meadway, Dunstable and Spoodell.

We live at xxx Meadway which is on the corner junction of Meadway and Spoodell. We have a drive-port for one car but as myself and husband both work we have two cars - to get there. As there are many more cars on the road now, this roadside always has a number of cars parked there, as the people that live in 193, 192 and 191 Spoodell also have cars and as there are already some yellow lines outside their houses they have no choice but to park a little down from their houses namely at the side of our house. This area does get very congested but it does not affect traffic onto the busy Meadway road and I cannot understand why this has been proposed with no regard to parking in a residential area.

I would like my views recorded as I feel very strongly about this. I work shifts and feel it unjust that having lived here for 14 years and I may now have to come home at various times night and day (when everyone else is in bed) to try and find somewhere to park. We pay our taxes to a council who want to spend money on non understandable reasons. Cannot the council use money to plan useful projects? I understand the tram line that has cost billions does not even stop at the hospital. Also this area that you have spent so long in proising yellow lines on- has to be the busiest detour through the town from the A5 to Tring Road area of Dunstable! Slow down ramps and crossing lights might be more useful as would the working condition of the speed cameras.

Please reconsider the yellow lines on the corners of Meadway and Spoodell. I fear huge problems could arise if this area is restricted.

We have today received your map and details of the proposed waiting restrictions outside of our house at xx Windermere Close, Dunstable, Bedfordshire LU6 3DD

Your proposal is double yellow lines, (no waiting at any time), outside our house. This is totally unacceptable as parking in Windermere Close is already limited at times and taking away parking space outside No x, (and x, and xx, and xx), will add congestion to the parking availability further down the close.

We have an elderly mother, and a sister who has difficulty walking, who visit us in the evenings and the daytime; your proposal of double yellow lines will create a situation where there would very likely not be anywhere for them to park in Windermere Close, or even nearby - (looking at the proposed extensive yellow lines all around the area).

I do not know who thinks up these schemes, but as the residents of x Windermere Close for over 20 years NOBODY has ever parked outside our house indiscriminately; furthermore, you will devalue our house if we try to sell it in future as NOBODY wants to buy a house with double yellow lines outside!

As the residents of x Windermere Close, who this will adversely affect directly, we wholeheartedly OBJECT to double yellow lines outside our house for all the reasons stated above. You will be taking away our friends' and families' ease of access to our property, and devaluing our property in the process.

We pay huge council tax bills in this area, and we are very angry that you can even think of double yellow lines outside our house, especially as we have never had any parking issues previously.

If you envisage future problems then the compromise we would consider outside our house is time limited parking i.e Monday to Friday 8am to 8.30am and 3pm to 5pm - but even this would be very annoying..

We do not have a problem with double yellow lines on the boundary of our property that is actually on Langdale Road (i.e around the corner), as far as we know in 20 years of living here nobody ever parks there anyway!

Our experience to date of traffic calming measures in Dunstable is that they do not work to cut down the throughput of traffic, they just cause delays and frustration for drivers.

I would like to object to the proposal to the traffic calming system planned to Langdale rd & Lowther rd Dunstable.

I believe the proposal is not good use of public money and unnecessary, the proposed works will not reduce the volume of traffic but will add to the congestion. Also it is dangerous to have raised road surfaces for ambulances in cases of emergency.

The proposal will not improve public safety, just improve the look of the area. I have walked along the footpaths many times and never have I left the need to widen the pathways.

I live in Easedale Close, a small close off Langdale Road near Ardley Hill School.
I have lived here coming up for 28 years.

People from Langdale Rd often already use our close to park in, as do parents taking their children to school.

The yellow lines you are proposing are going to cause far more problems than they solve.

Parents are still going to have to stop somewhere to get their children into school.
Unless you propose children as young as 4 take care of themselves!!

It will become a car park that we cannot get out of or emergency vehicles get in too, if you put double yellow lines the length and breadth of Lowther Rd and most of Langdale Rd.

Check these roads at times other than school terms, morning and afternoon drop/collection times.
THERE IS NO TRAFFIC CAUSING OBSTRUCTIONS ON THE ROAD.

Instead of wasting OUR money on ridiculous plans, tackle the real problems.

Schools should be investigating how other countries like the States and Australia have much better systems in place to drop off and collect children from school.

You cannot just say everyone should walk. Many parents have to take children to more than one school. Many leave immediately for work.

At schools such as Ardley, the children are very young so cannot be left to walk back and forth by themselves.

We live in the 21st century. We can't go back to the 19th. Procedures should reflect this.

The Langdale shops.

Parking would not be such a problem if the employers and employees parked at the rear of the parade so customers could park safely.

The customers are not there long. They buy their goods and leave.

Unfortunately those that work there, park all day. They also have goods delivered at the front so large lorries often are blocking the area for parking.

The junction of Oldhill/Lowther Rd.

It is only the Lowther Rd part of that junction that needs the traffic slowing.

Because it is a T junction, cars already stop on Oldhill before pulling out.

Leaving Oldhill, neither vehicles on Lowther, both directions, or Oldhill, can see far enough which makes the roundabout a problem when pulling onto Lowther Rd.

I cannot for the life of me see what purpose a road hump actually in Oldhill just past the parade of shops serves!

If you have turned into Oldhill, you have only just started travelling along the road, you are going uphill, your speed is NOT fast!!

If you're coming DOWN Oldhill, you are slowing already because the road is coming to the junction with Lowther Rd!! Uphill as well!!!

Apart from school traffic, the only other reason there is heavy traffic morning and evening is because the Road Planning in the centre of Dunstable has been such a disaster!!

Traffic lights that **cause** delays, roads narrowed so traffic cannot filter, and worse, emergency vehicles find it almost impossible to get anywhere!!!!!!

The money desperately needs to be spent sorting out these problems.

Please, don't waste it on unnecessary, pointless schemes.

Look at where it will really benefit the town and improve **all** our lives.

Once again, I ask you to reconsider these plans and look at the consequences to the residents of SW Dunstable, many of us have lived here over 25 years!

I don't want to be forced to move, but know that these plans may do just that.

I refer to your letter of 15 November. Please do not put flat topped humps adjacent to the entrance/exit drive at xx Oldhill, Dunstable. We already have a lamppost a matter of inches from the dropped kerb; as you can imagine, this sometimes causes problems.

Furthermore, our property is on the corner of the road at the back of the Lowther Road shops where all the delivery lorries queue to deliver to the Co-op and other shops in this parade. We often have two or three large delivery lorries outside our home waiting to gain access to the rear

of the shops; this in turn causes a build up of through traffic. When pavements are treacherous with frozen snow and ice, we have to use the road to gain access to transport; therefore a ramp would be an extra obstacle.

I am writing this letter on behalf of my husband and myself. My husband is severely disabled; he suffers with Progressive Supranuclear Palsy (PSP) and is unable to walk, talk, eat or drink. It is a very severe condition. I am his carer. He attends a Day Centre and is picked up by a vehicle with a ramp at the rear and attends hospital at and is picked regularly up by ambulance. It would be difficult for us, especially during snow and ice, to get the wheelchair over a ramp. Could you please move the positioning of the ramp a few yards away from our driveway?

Ours is a very difficult situation and any added difficulty would cause great distress.

Please look favourably on this appeal.

One aspect of these proposals I am concerned about is the narrowing of the road (Langdale Road) between First Avenue and Hilton Avenue. This area is outside Queensbury School East Building.

I ask why this is necessary as the traffic will be slowed by the raised areas at each end of the school, and hopefully a 20mph speed limit will be in place.

A much narrower section will scarcely accommodate large vehicles such as coaches, buses, dustcarts and Tesco delivery trucks. This will inflict serious damage to drainage gullies as they inch their wing mirrors past each other, causing gear-noise and vibrations, with even more disturbance to the residents. Why not keep the road the same width, as I do not think narrowing it will be more effective in slowing the traffic, and the cost savings will be enormous?

Another point is; quite often coaches for the school stop in this road, will they be subject to the same no parking restrictions as other users?

I live at number xx Oldhill, Dunstable and your proposals state that the raised traffic calming road hump, is going to be situated right outside my house. I feel there is a need to slow the traffic down in Oldhill, but feel that it is unfair that, of all the places it could go in Oldhill, it is outside my house.

I am partially sighted, and disabled with mobility problems, due to a series of strokes. I try to remain independent and go out to work every day. My journey involves me having to cross Oldhill, so I do this outside my house, where I feel safe.

The speed hump will increase to the problems that I have crossing the road. My visual loss is my peripheral vision, low level vision and part of my central vision. I slowly cross the road, constantly turning my head from left to right so that I can check to see if there are any cars approaching. With the proposed speed hump to negotiate as well I would need to constantly look down so I do not trip up on it, but this will mean that I will not be able to check for cars at the same time. If I were to fall it would take me a while to get up, especially without assistance.

The thought of the speed hump outside my house is a very frightened prospect and one which would considerably hinder my independence, and would be a major risk to my safety.

Thank you for notification of the works planned for Meadway / Canesworde Rd / Langdale Rd. I was unable to get to the exhibition but I am not sure it would have made much difference if I had. I have previously had a meeting which I organised in my home and invited our councillor and residents of Canesworde Rd. This was well attended and many points, especially traffic, raised and requested. Nothing was done - a total waste of effort. There is much scepticism in this area about these so called consultations. The view is that the highways authorities are going to do what they think anyway.

I have lived in Canesworde Road for 46 years and know the problems in this road intimately and historically. You say in your letter that the proposed works are to deal with excess traffic and speeding through the area. I am now going to show how, with my experience of this road, your proposals will be so ineffective as to prompt the charge of being inept and a waste of money.

Let me first deal with speeding. Traffic going both ways along Canesworde Rd. slows right down to a few miles per hour, of necessity, to get round the corners Meadway / Canesworde Rd. and Canesworde Rd. / Langdale Rd. So where do you put your calming speed reducing humps in your proposals? - on these junctions !!! The proportion of vehicles going to and coming from the Bennetts rec. end is very small and my observations show that traffic passes quite carefully

across the Canesworde Rd / Langdale Rd. junction. The speeding problem arises when, having got round the corners, the rat running drivers "put their feet down" and rush up and down Canesworde Road. At the other junction they brake and slow to turn. What do your proposals suggest to deal with this actual speeding problem - nothing!!

As regards dealing with excess traffic. Who on earth thinks that your proposals are going to redirect one single car away from the Meadway → Langdale rat run? Certainly no one in my acquaintance in Canesworde Road. I cannot believe that any resident of Canesworde Road who has lived our problems would have suggested these proposals. We need something different which will be effective.

As regards pedestrians crossing the road. The one real success story in this regard is the UNRAISED pedestrian crossing at First Avenue. My observations indicate a good compliance with the traffic rules here. I use this section as a pedestrian very often and have met and seen polite compliance here. We do not need damaging road hump for this pedestrian crossing. Well lit unraised pedestrian crossings seem to do their job well. And are cheaper. Do you have any record of pedestrian/traffic accident in this area, any deaths, injuries - I think not. Are you aware that the authority turned down a "consultation" request to put a speed camera in Canesworde Road because of the lack of any incidents? I personally have had little trouble as a pedestrian moving about on the pavements apart from dealing with various types of degradation of the pavement surface - an important priority.

There is another point of imposed wasted money which came about from not knowing this road usage. A light tan strip was laid across Canesworde Road and a school warning sign in other very pretty colours superimposed - good. But then a tall brand new high tech. light was erected to illuminate this warning - obviously to protect the school children. Except that anyone who knows the road will tell you that by the time it gets dark enough and

the light comes on the school is closed and there are no children moving about. Even after school activities are over. Who is making these decisions?

I cannot give much good news about the care of Canesword Road and its traffic history. In the 46 years I have lived here nothing has been done really except road widening to - guess what - enable faster traffic movement!?! The substratum of the road, not designed for present traffic, has given way so that the surface is degrading and damaging depressions have arrived. What do your proposals do about that?

I think the time is coming when some sort of public enquiry is needed into the decisions resulting in the traffic works and development in this area from the waste of £2 million & the green wave to some of the nonsense going on now.

While we broadly support the principle of traffic calming in the Langdale Road area, we would like to object to the specific plans as detailed due to the likelihood of them causing an increase in speeding traffic on Appleby Gardens.

At present cars are regularly speeding down Appleby Gardens as a cut through to avoid delays due to school pedestrian traffic outside Queensbury School, and to avoid the traffic safety camera also outside the school.

The raising of the pedestrian crossing and the introduction of a raised table at the junction of Langdale Road and Hilton Road will serve to make Appleby Gardens an even more attractive cut-through than at present as this route will now avoid four obstacles.

We would support the plans with a suitable modification designed to reduce the relative attractiveness of Appleby Gardens as a cut-through, such as a traffic hump half-way down Appleby Gardens.

I am writing with an objection to the works proposed at the junction of Meadway and Canesworde road as shown on your updated drawing 600462-001-001.

In principle I am not against the works as such, but would object to the replacement of the fairly large corner grassed area outside of xxx Meadway (our property) with tarmacadam. I am in favour of the drop down paving with a tarmac path behind it as access, but cannot see why the rest of this fairly large area all needs to be replaced with tarmacadam.

There are various reasons for my objection including:-

Affect on the adjacent Plane tree which already has some trouble in taking up enough water.

General loss of grassed areas.

Increased instances of vehicles driving over this area to cut the corner.

Greater risk of vehicle movements across this area affecting the mass of underground services that lie beneath. Having already had this area excavated for gas leaks four times in recent memory, plus excavations for water, electric and telecommunications plus cable services it would seem detrimental to cover the area in tarmacadam, especially as this will make any future investigations more difficult.

A hard paved area would provide a gathering place for the local youth in the long summer evenings, which already something of a problem as they gather with motorcycles etc adjacent to the existing telecoms/cable freestanding cabinet.
I would hope that you can amend the plans to retain as much of the grassed area as possible.

Traffic Calming in Canisword Rd.

Dear Mr. Chapman,

I cannot see that your proposals address the problems of excess traffic or helping residents cross the road.

The junctions with Ineadway and Langdale Rd. are the only points at which the traffic does slow down, making raised traffic junctions totally unnecessary. Between those two junctions is where the traffic makes up for slowing for the cameras in Ineadway and Langdale Road. Surely a pedestrian crossing here would help — the one in Langdale Road is very successful and helps to slow the traffic. It would be far less expensive when we are supposed to be cutting costs and would help residents cross the road.

My chief concern though is that it will not interfere with the No. 311 bus route. This has been a real asset to the area and

encourages car owners to leave the car in the garage.

TO WHOM IT MAY CONCERN
RE: THE LANGDALE RD. PROJECT DUNSTABLE

DEAR SIR,

- 1 CANCEL ALL OF THIS WORK — NONE OF IT IS REQUIRED
 - 2 RE: THE ROUNDABOUT AT LANGDALE RD AND CANSWOLD RD JUNCTION — MOTORIST CAN NEGOTIATE THIS JUNCTION AS A 'T' JUNCTION JUST AS WELL, IF NOT BETTER THAN IF IT WAS AN 'UNNATURAL' ROUNDABOUT..
 - 3 WE DO NOT NEED PRETTY 'BUFF' TACTILE COLOURED PAVINGS ANYWHERE, PEDESTRIANS CAN MANAGE ANY CROSSINGS WITHOUT THESE COSMETIC 'IMPROVEMENTS.'
 - 4 WE DON'T NEED WIDENED PAVEMENTS ANYWHERE — THEY ARE ALL PERFECTLY ADEQUATE AS THEY ARE.
-
5. USE ALL OF THE MONEY SAVED TO PROPERLY REPAIR AND MAINTAIN THE CARRIAGEWAYS AND PAVEMENTS IN THIS AREA — THEY ARE A DISGRACE, UNEVEN AND HOLED IN MANY PLACES, MAINTAINING AND REPAIRING SHOULD BE A MAJOR PRIORITY; WHY ISN'T IT? GIVING THAT ITEM 5 IS IMPOSSIBLE FOR YOU — JUST GET ALL THE MONEY AND PUT IT DOWN THE 1ST DRAW IN LANGDALE RD. AND SAVE US AT LEAST THE DISRUPTION THIS WORK WOULD CAUSE

I wish to raise my objection with respect to: The introduction of double yellow lines in Langdale Road outside property number xx.

The reason being, is that I am a Home kidney dialysis patient, and because of this I need medical supplies delivered to my house on a regular basis.

Because of the size and weight of these supplies, they are delivered to me on a large lorry. So naturally it would have to be parked close to my house as possible

to make these deliveries. If the delivery company is forced to illegally park outside my house, and receives parking fines as a consequence, they may have to stop delivering. The second reason is that my driveway like many others is rather steep, which puts visitors off from parking their cars on it, so instead park out on the road. There is no other alternative close to my property

so where can they park securely and legally?

Lastly the introduction of double yellow lines to this area will force property owners cars off of the road, which would mean most of them will have to increase the size of their drives at some considerable expense. This would mean the paving over of lawns and the removal of many trees. Apart from causing rain water drainage problems, but it will also detract from the appearance of this estate.

I do hope that you will consider these points, and look into some other solution to what you are trying to achieve, ie Single yellow line with timed parking restrictions during peak traffic flow times. I would also point out that the introduction of double yellow lines will do nothing to reduce the amount of, or reducing the speed of through traffic. Surely parked cars only serve to slow traffic, and having clear visible pedestrian crossings, will not impede the safety of pedestrians?

I look forward to hearing your findings or opinion.

We would like to object to the proposed dropped kerbs and a crossing between the telegraph pole and lighting column in Langdale Road as illustrated in the drawing Lowther Road and Langdale Road

Dunstable General Arrangements Sheet 4 no 600462-001-004.

Background

We have been residents at xx Langdale Road since 1978 and during this time have seen a rise in traffic volume and traffic speed in Langdale Road. This is especially true for the junction of Lowther Road and Langdale Road. During the last few years with the replacement of the T junction with a mini roundabout the following occurs on a daily basis:

Vehicles turning left from Lowther Road into Langdale Road do not signal or slow down and accelerate up the hill (going West)

Vehicles approaching from Langdale Road down the hill (going East) before turning right into Lowther do not slow down adequately.

This combination has seen numerous accidents which also include vehicles turning right out of Lowther Road into Langdale Road (Most recently 20th November).

Reasons for Objection

Therefore we would like to object to the siting of the crossing at this point as it is too dangerous a spot to cross the road. It doesn't give pedestrians (especially children) enough time to react to vehicles approaching either from Langdale Road or Lowther Road taking into account both the speed, volume and direction of traffic.

After living in Langdale Road for 35 years this spot is not a place I use to cross the road – neither is it for others. If I had the choice I would site the crossing closer to the Langdale Road shops in a position where both pedestrians and vehicles have a clearer view of each other and more time to cross safely.

In October 2002 our youngest daughter Hollie was hit and badly injured by a car turning left from Lowther Road whilst crossing the road outside our house.

We hope you will support our objection and find a safer place in Langdale Road to cross the road.

Re proposed changes to road surfaces in Camerworde Road. Some points for consideration with regard to the supposed need for improved road safety :-

Along Camerworde towards Langdale Road peak traffic occurs in the early morning/early evening rush hour and at school opening and closing times in part because drivers wish to avoid the centre of Dunstable; a situation that is unlikely to change in the near future, if ever.

The number of vehicles involved

effectively keeps the traffic at a reasonable speed; in fact one vehicle parked roadside really slows the traffic down. The difference in the volume of traffic at weekends is noticeable.

Having lived here for twenty years I cannot remember any serious accidents on this road. However, if calming measures are felt necessary what about a 20 mph speed limit?

At the junction of Camerworde and Langdale roads, I accept that tree thinning might be helpful and there is a pile of hedging which might well be removed. Any thing else I feel is unnecessary.

People in this area use public transport; I sincerely hope that bus services will not be altered/affected by any changes made.

Thank you for your letter of 15 Nov 2012.

I wish to object to the length of the proposed No Waiting at Any Time on the east side of Camesworde Rd. It does not go far enough, and will create a Residual Design Hazard which you have not identified.

Parked vehicles along the frontage of Nos. 67-73 already make for a hazardous exit from our drive without a clear view of the junction, and the current proposal will intensify our problem as the frontage of No. 67 will be the nearest unrestricted length to the school. Any relief from the 20 mph speed limit will not be apparent for some time until drivers are familiar with the scheme and some enforcement is apparent.

I ask that the restricted length be extended by a further 7 metres to the north-east.

By the way, can you assure us that the failed state of Camesworde Rd, between Langdale Rd and Buttercup Close is to be put right before or during your work?

Hi I would like to raise my objections to proposes to introduce waiting and loading restrictions in Langdale and Lowther road area of Dunstable.

My apologies for the late submission but I did not receive any information through the post, I would like to object to the double yellow lines, can these not be single yellow lines with restrictions between 8.00 and 18.00. As after general rush hour traffic has gone the roads are quiet.

I can understand them being required immediately round the roundabout area is, but parking outside many property's is an only option.

Having looked at the plans for the junction near my property I would like to make the following observations. The area labelled B on enclosed drawing 600462-002-001 appears to be going to be fully tarmaced. At present this is an area of grass and I would like to object to it being fully paved/tarmaced. My reasons are as follows

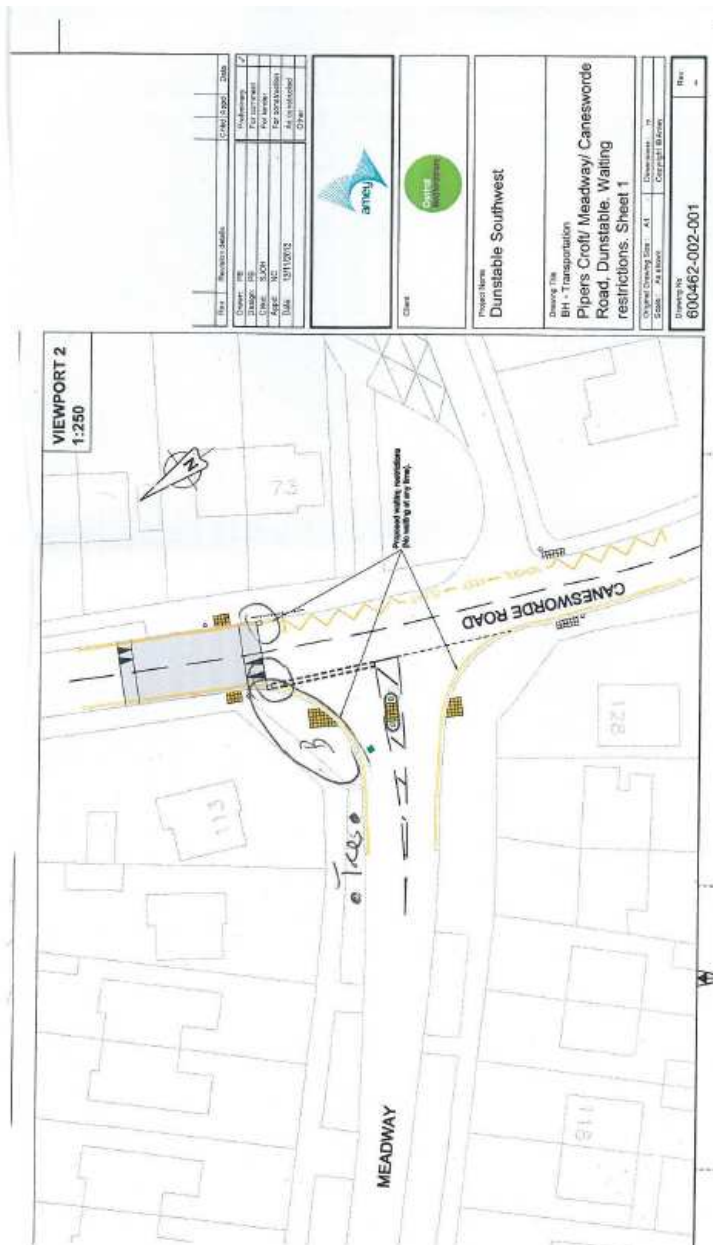
- ① This area provides a source of water through ground drainage for the tree planted in the verge alongside - how will this tree then get its water?
- ② At this junction over the years there has been ongoing problems with a junction of gas mains which has necessitated the digging up of this area on several occasions. It is easier to detect leaks in softer ground than under tarmac/paved areas and if it is handstanding what a mess it will be if it has to be constantly dug up and replaced.
- ③ At present cars and lorries, on occasions, cut the corner by driving over the kerb at this point ~~is~~

ie proceeding from Meadoway onto Caneswode Rd.

If the area marked B is tarmaced/paved this will surely make this easier to do. I assume this is not desirable. Furthermore, Gullies are not actually shown in the drawing for the raised table on Caneswode Rd but I assume (as no key) that the squares denote these.

Good drainage would be needed for this ramp as when it rains heavily water gushes down the road off the uphill section of Caneswode Rd and off the Down's access. Ice forming on this corner would have a very detrimental effect on this junction making it very dangerous.

I hope you will consider these points and I would appreciate a response,



I have become aware of the proposed double yellow lines to be added down Meadway and also Pipers Croft.

As the owner of a flat on the corner of West Street and Meadway, this proposal will in fact leave me with no nearby location to legally park my car. I share a car with my partner which we both use on a daily basis to commute to work.

As much as I am aware that I have missed the deadline for a formal objection against this proposed change, I would be grateful if my comments could be taken into account or otherwise some compromise reached, such as a parking permit allowing me to still park within a reasonable distance to my home.

I am more than happy to discuss this further and hope that we can come to some workable agreement.

Appendix E

I am not objecting to the proposed traffic calming measures for Langdale and Lowther roads but I do not think they don't go far enough.

The area between Hillyfields and Easedale Close, where I live, is very prone to speeding and parking . You might know or not know it is a bend in the road.

There has been several accidents caused by speeding where the bend has been taken too fast. The most recent one involved a lady who was walking on the path when a motorcyclist mounted the path and hit her causing serious injuries and ended up in a garden. Other accidents involved knocking down a light post and a garden wall, speed bumps would greatly elevate this problem.

Parking is also an issue on this bend in the morning and afternoon when parents are taking and collecting their children from Ardley Hill School, they access the school via an alley way. Their cars are parked halfway on and halfway off the pavement, I thought this was illegal, this still narrows the road and moving cars have a problem passing one another. Being an estate delivery vehicles must have access to residents houses so could some sort of parking restriction be put in place without penalising the delivery drivers.

I agree that the traffic needs to be encouraged to slow down along these roads and on occasion it can be quite difficult to cross the roads. The idea of raising the zebra crossing at the junction with First Avenue/Landale Rd will assist in slowing the traffic down and it makes it a lot easier for school children crossing the road at this point. But it does not help any of the teenager children wishing to cross the road near Hilton Avenue. Why have you not consider another crossing further along the road; maybe near the shops in Landale Road? I know you have proposed to install raised humps at this point but surely a crossing would be a safer option. I also have trouble with some of the new proposed parking restriction. My mother who lives on her own at 164 Langdale Road; has trouble walking and has various old age problems etc. She has no accessible off- road parking, when the zebra crossing was originally installed in 2004 the council agreed to move the zig-zag back towards the junction to allow her access to her home. (drawing ref 0011008/LR/01revA) but this is not illustrated on the new plan; the zig-zag continues to the edge of her property then a new restriction is being proposed. Why have you proposed restrictions on both sides of the road? If I am visiting my mother (during the restricted times) I would be able to park in one of the side road, which would properly be quite congested and walk; but if I am picking my mother up (which can take over half an hour) where am I suppose to park? She has got a disabled badge but I cannot use it until she is with me. Can the restriction be a shorter time? 8am to 9.30am & 3pm to 5pm is rather a long time, could it not be 8.15am to 9.15 then 3.15pm to 4.15pm surely these would be long enough to cover the school opening and closing times.

We recently received in the post a letter stating proposed waiting and loading restrictions and raised traffic calming features on Lowther Road. I live at xx Lowther Road and welcome the decision to raise the Lowther Rd/Oldhill junction however I am concerned with regards to the waiting restrictions. On the map that was enclosed it shows that outside my house there will be a 1 metre wide orange surface dressed strip. Nowhere on the map or in the letter does it explain what this strip is for. I hope this doesn't mean that us residents will not be allowed to park cars in front of our own houses because if this is the case then this is outrageous and totally unacceptable and I strongly oppose this. This is a residential road and there is no reason whatsoever why I shouldn't be able to park a car in front of my own house. Whether I park my car there or not makes absolutely no difference with regards to slowing traffic down or reducing the amount of traffic so I really don't understand the point of this restriction if it is true of course. I may have got this totally wrong and this may not be the case at all but I would appreciate if you could clarify what these strips are for.

I have recently received your notification documents re traffic calming measures to be implemented on Langdale Road. As residents of this road, I feel compelled to make the following comments.

In general I do agree with the measures you propose but would wish to see a no parking ban introduced, on all weekdays, between 7.00am and 6.00pm on the east side of Langdale Road.

My property has car parking therefore, I do not park on the road as I feel that this impedes traffic movement, indeed I have removed the grassed area on the property to increase our off road parking. I do however, require access and egress from our driveways. If the proposed amendments are implemented I can foresee that car parking, in front of our properties, will increase and cause greater inconvenience.

I am frequently inconvenienced already and there have been numerous occasions when I have had great difficulty getting my vehicles off the drive do to inconsiderate motorists parking across the front of my car. This problem, I feel, will be greatly increased if parking is restricted to only our side of the road throughout the day. Many of the older students have cars and arrive outside of the normal opening and closing times of the school so parking will remain an issue, as I live directly opposite the school, if parking is permitted outside of the times you specify.

Visitors to the school also regularly park on the roadside.

Many of the properties, on Langdale Road have sufficient parking space for visitors, tradesmen etc so a no parking ban would not affect the residents of the Road.

These comments are a response from a property owners so I do hope you will take time to give them due consideration. I look forward to receiving your comments, to my letter, in the not too distant future.

With reference to the letter that was sent to all the people in the Lowther Road area that will be affected by the yellow lines and no waiting.

I live at x Borrowdale Avenue and will be affected by this. My main concern is that the parents that drop their children off at Ardley Hill School for school or football, will continue to park across our drives also more of them will park on the grass verges + on the pavement on the corners of Buttermere Avenue. They are often quite rude when one asks them not to block the drives or to park on the grass. The Police do not seem to bother with the parking as Police cars have driven by and not done anything about it. Also what about the cycle lanes that were created in Lowther Road? I take it that these are being removed? Are we getting speed bumps put in and when does the 20mph come into being?

Can you tell me who will enforce all of these no waiting restrictions? Surely not the little yellow van that has driven by or the Police who also drive by!!

I was unable to come to the exhibition as my Husband was in Harefield hospital at the time and sadly he has since passed away.

Proposed Waiting & Loading Restrictions and Raised Traffic Calming Features
Langdale Road and Lowther Road area, Dunstable, Beds

Thank you for your letter GPB/529347600462/3.12, which is undated, but arrived here in Nov. 2012.

I attended the consultation meeting at the nearby school earlier this year, but none of my concerns is mentioned in your letter, so please forgive me for repeating them. I live in the MOST congested part of this Rat Run, i.e. the short portion of Canesworde Road between Meadway and the Langdale Road Turn, where there is a verge on the East Side of the road, but none on the West Side.

ON STREET PARKING / WAITING & LOADING RESTRICTIONS - Please could we have Single Yellow Limited Parking Lines for to 2 hours only, on both sides of this very busy portion of Canesworde Road from 7am - 9 am, and 5 pm - 8 pm, Mon. - Sun., all the year round, BEFORE there is a FATAL ACCIDENT, due to the difficulty of exit from these houses onto the road. There is parking in most of the drives in this narrow and busy portion of Canesworde Road, but busy people find it quicker to park their own car on the road, outside their house, rather than in their own drive, where there is parking for 2 or 3 cars already available.

This on-street-parking slows the passage of through traffic through this Rat Run, making it ONE WAY, and constitutes a fatal hazard for everyone trying to exit their driveways, because we cannot see what is coming.

RAISED TRAFFIC CALMING FEATURES - Are a waste of money, and would have to be removed, if we ever get a Guided Bus Way bus to come round the Langdale Estate, as the No. 31 bus used to do, taking us direct to Luton, with NO changes.

ON STREET PARKING - is an important issue throughout Dunstable, if we are looking to the future, and an attempt to make public transport more popular amongst car drivers, and NOT just suitable for non-car drivers. It is an issue that increases the problems for the Emergency Services of the Fire, Police and Ambulances too, as they have to cope with these hold ups all the time already.

I am very pro Public Transport to reduce pollution, and increase Community Feeling throughout the country.

Proposed Traffic Calming Features and Waiting Restrictions
Meadway, Canesworde Road, Langdale Road, and Lowther Road area, Dunstable

Thank you very much for bothering to write to me on 30th Nov. 2012

I have now read the notice on a nearby lamp post, but I have not yet been able to get to Dunstable Library to view the plans.

So long as all the Planners and Engineers REALISE that this short portion of Canesworde is the WORST part of this Rat Run, because it is the narrowest, and has a verge on ONE side only, where people can and do park, that is the important point I am trying to make.

In fact, both sides of Canesworde Road, from the Red Letter Box in Canesworde Road to Hurlock Close, beyond Queensbury School entrance, should be a NO WAITING zone at all times. if a fatal accident is to be avoided, because parked cars, half on and half off the pavement, obscure the view of residents trying to exit their drives, and SLOW the traffic, making it ONE WAY at busy times.

Would I be allowed to come to the Meeting about this when a date is fixed? Someone might be kind enough to give me a lift, if the meeting about Dunstable matters, is not in Dunstable.

Re proposed waiting & loading restrictions and raised traffic calming features Langdale Road and Lowther Road area Dunstable.

In response to your letter dated 15th November 2012 reference GPB/52934/600462/3.12, my comments are as follows.

We live at No. Pipers Croft. Drawing number 600462-002-001 dated 12/11/2012 shows the double yellow lines extending from Meadway to No. 9 Pipers Croft, whereas the Public Notice states the double yellow lines go to 3 and 5 Pipers Croft, please clarify.

No. is a 5 bedroom house with 4 cars, we can park 2 cars on the drive and we park 2 cars on the road. If these double yellow lines are introduced where do we park the 2 cars that are normally parked on the road?

These cars and the other cars that park on both sides of Pipers Croft between 2 to 8 and 1 to 9 will be forced to park elsewhere in Pipers Croft. In effect the parking problem will stay in Pipers Croft it will just be moved to a different part of Pipers Croft.

Also, if these double yellow lines are installed, there will be no cars parked on this section of road, giving a clear stretch of road which means the through traffic speed will increase.

This will result in increased speed through Pipers Croft

Surely in this instance, the safest option would be to turn Pipers Croft into a cul de sac, This could be achieved by modification to the Pipers Croft/Whipsnade Road junction.

This option stops through traffic speeding and enhances safety.

151377

DOCUMENT NO. 1 AMEY

We have recently received your notification documents re traffic calming measures to be implemented on Langdale Road. As residents of this road, we feel compelled to make the following comments.

In general we do agree with the measures you propose but would wish to see a no parking ban introduced, on all weekdays, between 7.00am and 6.00pm on the east side of Langdale Road.

Our property has car parking therefore, we do not park on the road as we feel that this impedes traffic movement, indeed we have removed the grassed area on the property to increase our off road parking. We do however, require access and egress from our driveways. If the proposed amendments are implemented we can foresee that car parking, in front of our properties, will increase and cause greater inconvenience.

We are frequently inconvenienced already and there have been numerous occasions when we have had great difficulty getting our vehicles off the drive do to inconsiderate motorists parking across the front of our cars. This problem, we feel, will be greatly increased if parking is restricted to only our side of the road throughout the day. Many of the older students have cars and arrive outside of the normal opening and closing times of the school so parking will remain an issue, as we live directly opposite the school, if parking is permitted outside of the times you specify.

Visitors to the school also regularly park on the roadside.

Many of the properties, on Langdale Road have sufficient parking space for visitors, tradesmen etc so a no parking ban would not affect the residents of the Road.

These comments are a response from a property owners so I do hope you will take time to give them due consideration. We look forward to receiving your comments, to our letter, in the not too distant future.

Appendix F

Proposed Waiting and Loading Restrictions – SW Area of Dunstable

<p>This Authority has considered the proposals as outlined in your letter and offer the following comments for further consideration.</p> <p>Comments</p>	
<p>This Authority has considered the proposals as outlined in your letter, together with the reason(s) given, is accepted by this authority, therefore no objection with be offered.</p>	X

Name: -John Loughlin.....

AddressBedfordshire Police.....

.....Traffic Management.....

.....

Signed:- John Loughlin.....

Proposed Raised Traffic Calming Features – SW Area of Dunstable

<p>This Authority has considered the proposals as outlined in your letter and offer the following comments for further consideration.</p> <p>Comments</p> <p>This Authority still has great concerns regarding the lack of traffic calming for 20mph limits on the through roads on this estate such as Lowther Road, Meadway, Old Hill, Langdale etc where there is existing speed issues at 30 mph.</p> <p>With regards to the proposed actual features of traffic calming that will be put in there is no objection .</p>	
<p>This Authority has considered the proposals as outlined in your letter, together with the reason(s) given, is accepted by this authority, therefore no objection with be offered.</p>	<p>X</p>

Name: -John Loughlin.....

AddressBedfordshire Police.....

.....Traffic Management.....

.....

Signed:-John Loughlin.....