
Meeting: Traffic Management Meeting
Date: 4 June 2013
Subject: Downs Road area, Dunstable – Objections and other Representations on Proposed Traffic Regulation Orders
Report of: Jane Moakes, Assistant Director Environmental Services
Summary: To report to the Executive Member for Sustainable Communities Services on representations received following the publication of proposals to introduce Traffic Regulation Orders in the Downs Road area of Dunstable and to seek the Executive Member's decision on whether to proceed with the implementation of them.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Dunstable Manshead
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety, facilitate the free flow of traffic and improve the amenity of streets for residents.

Financial:

The cost of implementing this scheme in total will be approximately £43,000.

Legal:

Central Bedfordshire Council is the highway and traffic authority for the road network in Central Bedfordshire. An important function of the authority is to manage the local road network in a safe, efficient and equitable manner. To be legally enforceable, any proposed traffic management measures need to be implemented under a Traffic Regulation Order (TRO).

Risk Management:

Failure to deliver an efficient, effective and enforceable road network would be detrimental to the safe and expeditious use of the road network and could be damaging to the local community as well as economic growth.

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

Public authorities have a statutory duty to promote equality of opportunity, to eliminate unlawful discrimination and to foster good relations in respect of nine protected characteristics; age, disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Creating a safe, attractive and accessible public realm has a part to play in getting people out and about. One objective of implementing traffic management measures is to ensure that the most vulnerable members of the community have fair access to the public realm and are not disadvantaged by traffic conditions.

An efficiently managed traffic system is therefore crucial for allowing equality of opportunity.

Community Safety:

The inclusion of traffic management measures within the area under consideration is likely to have an overall positive effect on road safety and free movement of traffic.

Sustainability:

None as part of this report

RECOMMENDATIONS:

1. **That the proposed one-way traffic Orders in Downs Road and Park Road and the prohibition of driving at the junction of Downs Road and Barton Avenue be implemented as published.**

Background and Information

1. Central Bedfordshire Council is committed to reducing the undesirable effects of excessive traffic using residential streets. This is a priority in the Local Transport Plan 3 Theme 1, Objective B to '**Reduce the impact of commuting trips on local communities**'. In addition, the Local Transport Plan 3 advises that high volumes of traffic in residential streets is a particular issue for Dunstable and Houghton Regis.
2. The Council is also committed to promoting alternative, more sustainable modes of transport, in particular cycling, as an alternative to car usage. This is supported by the Council's Local Transport Plan 3 Theme 1, Objective B to '**Reduce the impact of commuting trips on local communities**', and Theme 2, Objective C '**Increase the number of children travelling to school by sustainable modes of transport**'. Downs Road is part of the promoted Dunstable and Houghton Regis Cycle Network and features on the 7,000 maps, the Council has recently published. The Council formally adopted the Cycle Route Network in 2008.

3. The traffic problems in Downs Road have been an on going concern for residents for many years. In June 1993 the previous Highway Authority, Bedfordshire County Council, commissioned their consultants Jacobs Babbie to undertake a study of the traffic issues, including traffic volume and speed surveys were carried. The report concluded:-

'This report has demonstrated that there is a significant level of rat-running through the Downside area, predominantly from north to south. A number of routes are used, the most common of which are between Downs Road and Mayfield Road and Park Road and Borough Road. Complete elimination of all rat-running via Downs Road would require such restrictive measures that severe inconvenience would be caused to local residents, but it should be possible by traffic-calming measures to reduce its volume to a tolerable level. The exact format of any calming will need to be the subject of local consultation'.

4. In the following years whilst there was some discussion and consultation with residents, no further action was taken. However, having agreed the LTP and in response to concern about traffic problems by local ward members; an 'origin and destination' survey was carried out in the Downs Road area on 29th March 2011 to ascertain the levels of traffic using the roads in the area as a cut through. The results of this showed that there is a higher than expected volume of traffic using Downs Road.
5. As a result of this report an experimental closure of Downs Road was implemented in October 2011; this was later removed following opposition from some residents. Recognising that the volume of traffic was still high and an issue, the Executive Member agreed that consultation with local residents be undertaken setting out a number of traffic management options to address their concerns. This consultation took place in October 2012, leaflets and questionnaires were delivered to all households and the feedback was considered at the Traffic Management meeting on 7th January 2013. The decision of the Executive Member at that meeting was to publish proposals for one-way Traffic Orders in Downs Road and Park Road, and a road closure at the junction of Downs Road and Barton Avenue.
6. The agreed Traffic Regulation Order proposals were formally published on 20th March 2013, which included statutory consultations and a further letter to residents. Letters were delivered to residents in the following roads: Downs Road area of Dunstable, namely Downs Road, part of Great Northern Road, Allen Close, Grove Road, Park Road, Barton Avenue, Borough Road, Blows Road, Howards Place, Half Moon Lane, Chichester Close, Apollo Close, Sundown Avenue, Norcott Close and Hillside Road; 825 letters in total.
7. From the 825 letters to households; a total of 273 representations were received, plus two petitions; one in support of and one opposed to the proposed Orders. The formal representations comprised 232 objections, 36 in support and 5 with either mixed or neutral views.

Due to the high number of representations received they are not included within this report, but copies will be available at the meeting and can be viewed at Council offices, Watling House, Dunstable and Priory House, Shefford.

Appendix C shows a breakdown of responses on a street by street basis.

The petition in support of the proposed Orders contains 102 signatures and, together with relevant attachments, is included in Appendix D.

The petition opposed to the proposed Orders contains 1235 signatures and, together with relevant attachments, is included in Appendix E.

8. The relevant points raised by those in support of the proposal are as follows:-
 - a) The existing traffic situation in Downs Road creates a safety hazard for all road users, including residents and pedestrians. There have been numerous unreported accidents and road rage incidents in Downs Road caused by the excessive traffic using it.
 - b) The traffic generates additional noise and pollution.
 - c) Downs Road is used as a short-cut by all traffic, including taxi fleets and businesses users.
 - d) Other roads, such as Park Road, are of a similar width and character to Downs Road and can cope with extra traffic.
 - e) It is questionable whether the proposals will lead to a significant increase in traffic volumes in other roads.
 - f) The proposals will remove vehicular conflict, ease traffic flows and create a safer environment.

9. Bedfordshire Highways' response to the points in paragraph 8. above are:
 - a) It is accepted that the additional traffic that uses Downs Road, combined with a reasonably high level of on-street parking, does create vehicular conflict, thereby increasing the likelihood of vehicle collisions. However, these conditions tend to lower vehicle speeds, resulting in fewer collisions of lesser severity. Accident data for the 5 years up to 31/12/12 shows no recorded personal injury accidents in Downs Road.

 - b) The additional traffic probably generates additional noise and pollution, but this has not been measured. Any increase is likely to be most noticeable during peak times.

 - c) Previous traffic surveys indicated that there is some through-routeing traffic travelling through the Downs Road area, more noticeably traffic heading north-westwards (from the A5 towards Great Northern Road) to avoid queues backing up from the A5/A505 crossroads. It is inevitable that some of these vehicle movements are being carried out by drivers associated with local businesses who have a good knowledge of the road network.

 - d) Downs Road and Park Road are of a similar width and character with both having fairly high levels of on-street parking. Park Road has a bend along its length, which combined with on-street parking, can significantly, reduce forward visibility. Downs Road is straight with better forward visibility.

- e) It is difficult to predict with any certainty how traffic patterns will change if the proposals go ahead, but the scheme has been designed to distribute traffic flows more evenly and equitably across the area. Traffic flows are expected to reduce in Downs Road, but increase in some roads, such as Park Road, Grove Road, Blows Road and parts of Borough Road.
- f) The implementation of one-way working should ease traffic flows by re-distributing some traffic and lowering vehicular conflict by removing opposing traffic flows. However, one-ways can lead to an increase in traffic speeds. Downs Road is part of a recommended cycle route through this part of Dunstable and the proposals should improve safety and convenience for cyclists.

10. The relevant points raised in the 232 objections to the proposal are as follows:-

- a) The restrictions will divert traffic on to adjacent streets, such as Park Road and Grove Road, some of which are less suited to accommodating traffic than Downs Road.
- b) The proposals will mean that some residents would be forced to undertake longer journeys to undertake everyday tasks, such as travelling to work and shopping, results in lost time, more fuel and increased pollution.
- c) Great Northern Road will be subjected to longer tailbacks from the A5 at peak times because traffic will not be able to turn left into Downs Road, which will also create delays for those living within the Downs Road area.
- d) Emergency vehicles will encounter greater response times, particularly when accessing Barton Avenue due to the road closure.
- e) Downs Road is not used by significant numbers of drivers avoiding the A5; most traffic movements are locally generated.
- f) The majority of residents have previously made it known that they do not support these types of traffic restrictions in the area.
- g) The proposals will create even more congestion on the A5 High Street South and in the town centre.

11. Bedfordshire Highways' response to the points in paragraph 10. above are:

- a) It is expected that traffic flows will increase on some roads, such as Park Road. However, it is difficult to predict with any certainty how traffic patterns will change if the proposals go ahead. However, the complementary one-ways would be expected to spread traffic flows more evenly across the area.
- b) The proposals would force some residents to alter their journeys, but for most drivers the length of the diversion would be relatively short in terms of both mileage and time. In most cases, drivers would not be forced to make difficult manoeuvres on to or off the A5.

- c) At present any through traffic and that from those living within the area can turn left from Great Northern Road into Downs Road which effectively enables them to “escape” traffic queues in Great Northern Road, particularly during peak times. They will be forced to continue south on Great Northern Road and use either Park Road or the A5 High Street South. It is expected that some drivers having reached that point might well decide to continue on Great Northern Road to the A5 rather than turning into Park Road. In fact if Park Road remained two-way, the presence of opposing traffic and the resultant speed reducing impact could be a further deterrent to traffic using that road.
- d) Emergency vehicles would have to select alternative routes to access some roads, but again the extra distance and travelling time would be marginal, including if they were called to Barton Avenue. In the case of a serious incident, emergency vehicles are likely to ignore short sections of one-way working. The closure at the junction of Downs Road and Barton Avenue was proposed because it was felt that if Downs Road became one-way at its western end the route from Blows Road via Half Moon Lane could become attractive and the reduction in opposing traffic brought about by the one-way Order might result in traffic travelling at higher speeds. However, the closure is not deemed to be critical, so could be deferred and only implemented should problems develop.
- e) Present traffic flows, at over 14,000 per week, in Downs Road are higher than would be normally found in a residential street. Traffic data indicates that approximately 40% of traffic is not from the immediate area and is passing through.
- f) The Council is aware from the earlier experimental closure, public meeting and previous consultation exercise that, with the exception of Downs Road residents, there is very little support for any traffic management measures in the area. This is unsurprising as most residents do not live on roads that are affected by through-traffic to the extent that Downs Road is and those residents would be inconvenienced by the proposed restrictions.
- g) It is likely that the proposed measures would bring about only a small increase in traffic on the A5 High Street South and other roads in the town centre and its impact would be negligible.

Conclusion

12. There is significant opposition to the proposed Orders from residents of most roads in the area. The exception is Downs Road, with 32 representations supporting the proposal and 20 objections. The petition in support contained 102 signatures, with 92 of them from Downs Road. On that length of Downs Road between Great Northern Road and Borough Road the vast majority of residents are in favour of the proposed restrictions. For that length of road between Borough Road and Half Moon Lane a majority is opposed to the restrictions.

13. We know from previous surveys that there is higher than expected traffic flow on Downs Road. We also know that there is more traffic using the Downs Road area in a north-westerly direction (Downside towards Great Northern Road), but drivers undertaking that movement will be unaffected by the one-way restriction in Downs Road. The closure at the junction of Downs Road and Barton Avenue might result in some additional traffic using Blows Road and part of Borough Road. Overall, it is expected that the proposals will have a relatively minor impact on traffic traveling in that general direction.
11. For traffic heading in a south-easterly direction (Great Northern Road towards Downside), drivers will not be allowed to turn left from Great Northern Road into Downs Road, so will have to continue south on Great Northern Road towards the A5. They will then be able to use Park Road, but might decide that they are so close to the A5 High Street South that it provides another option, as they would be making a simple left turn out.
12. Consideration could be given to not implementing the one-way Order in Park Road as that element of the proposal is unlikely to have a significant impact on traffic movements in the area. The omission of that part of the proposed scheme would address some concerns about the effects of introducing a one-way restriction in Park Road. The retention of the two-way working in Park Road could even dissuade traffic heading away from Great Northern Road from using it because opposing vehicles could hinder progress. The counter argument is that by retaining two-way traffic there will be greater vehicular conflict on Park Road.
13. Residents living in the immediate area of the proposals would have to use Downs Road, Grove Road, Park Road and Great Northern Road as a 'mini-gyratory' system, but the numbers of vehicles undertaking this would be low. The numbers would be reduced further if Park Road did not become one-way as less traffic would be required to travel 'around the block'.
14. In conclusion, it is recommended that all of the proposed restrictions should be implemented as published.

Appendices:

- Appendix A – Public Notice
- Appendix B – Drawing
- Appendix C – Representations received by street
- Appendix D – Petition in support of proposal
- Appendix E – Petition opposed to proposal



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A ONE WAY TRAFFIC ORDER IN DOWNS ROAD AND PARK ROAD, DUNSTABLE AND A PROHIBITION OF DRIVING AT THE JUNCTION OF DOWNS ROAD AND BARTON AVENUE, DUNSTABLE

Reason for the proposal: The proposed Order is considered necessary for preventing the use of the road by vehicular traffic of a kind which or its use by vehicular traffic in a manner which is unsuitable having regard to the existing character of the road or adjoining property. The restrictions are intended to address concerns about traffic using residential streets to avoid congestion on the A5 High Street South.

Effect of the Order:

To introduce a One Way Traffic Order on the following lengths of road in Dunstable:-

- | | |
|------------|--|
| Downs Road | From Allen Close to Great Northern Road - vehicles permitted to travel in that direction only. |
| Park Road | From Great Northern Road to Grove Road - vehicles permitted to travel in that direction only. |

To introduce a Prohibition of Driving on the following length of road in Dunstable:-

- | | |
|------------|---|
| Downs Road | From the southern kerbline of Downs Road at the point where it joins Barton Avenue in a southerly direction for a distance of approximately 5 metres (road to be physically closed to prohibit traffic from continuing on Downs Road) |
|------------|---|

Further Details of the proposal and plans may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections: should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 19th April 2013.

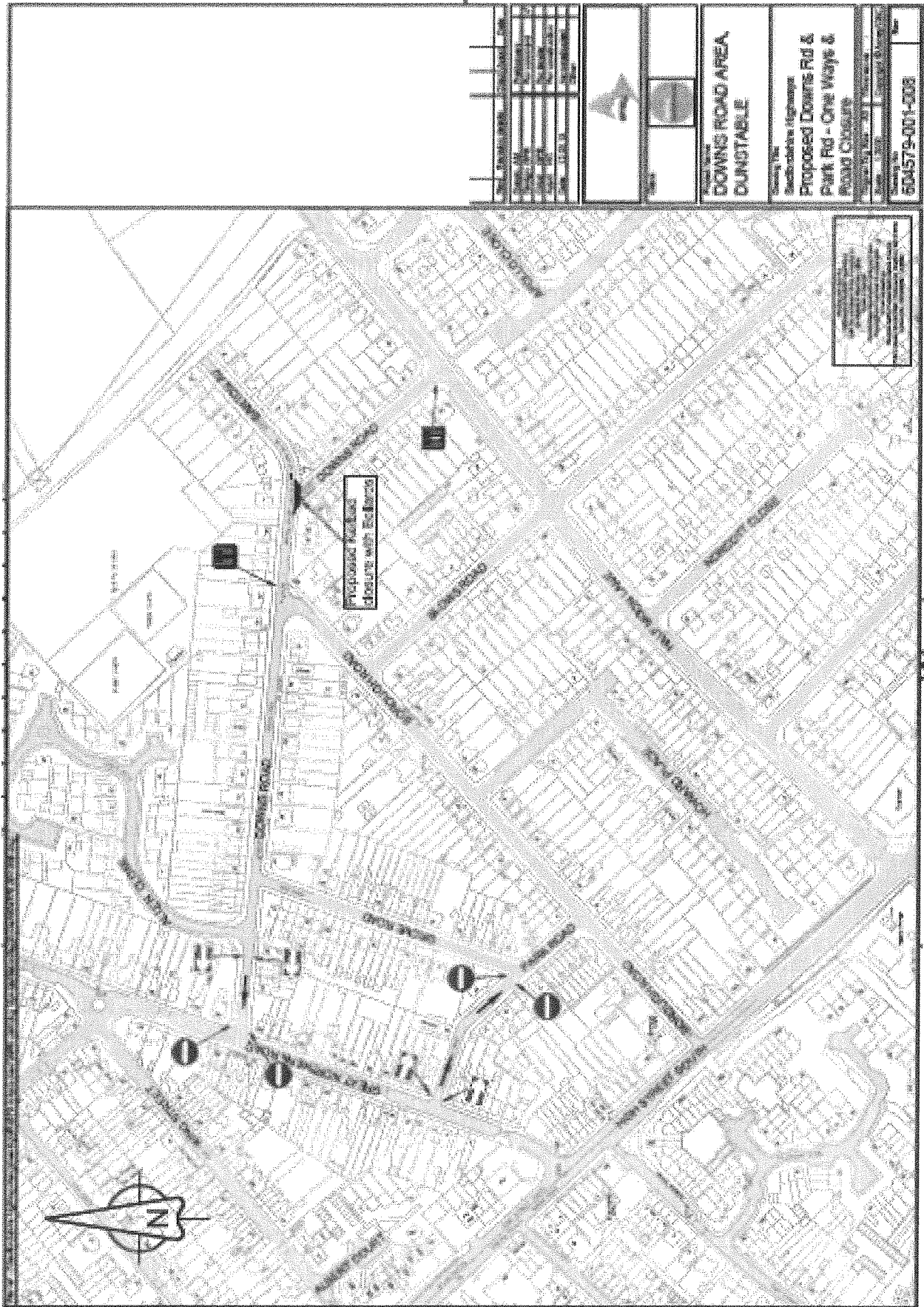
Order Titles: If made will be "Central Bedfordshire Council (The South Bedfordshire District (Various Roads) (Dunstable and Houghton Regis) (Traffic Regulation) (Variation No.1) Order 201*" and "Central Bedfordshire Council (Downs Road, Dunstable) (Prohibition of Driving) Order 201*".

Technology House
Ampthill Road
Communities
Bedford MK42 9BD

Gary Alderson
Director of Sustainable

20th March 2013

APPENDIX B



APPENDIX C

Road	Support	Objections	Other	Total
Allen Close	1	17	1	19
Apollo Close	0	11	0	11
Barton Avenue	0	9	0	9
Blows Road	0	1	0	1
Borough Road	0	29	0	29
Chichester Close	0	11	0	11
Downs Road	32	20	0	52
Graham Road	0	1	0	1
Great Northern Road	0	23	1	24
Grove Road	0	20	0	20
Half Moon Lane	0	32	0	32
Howard Place	0	9	0	9
King Street	0	1	0	1
Lovers Walk	0	3	0	3
Norcott Close	0	4	0	4
Park Road	0	15	0	15
Priory Road	0	1	0	1
Sundown Avenue	1	11	1	13
Unknown address	2	14	2	18
TOTAL	36	232	5	273

APPENDIX D

Dear Sir / Madam,

Petition in support of Option 5 for Traffic Management in Downs Road / Park Road in response to the Public Notice published by Central Bedfordshire Council

Attached is a petition in support of Option 5 for Traffic Management in Downs Road / Park Road in response to the Public Notice published by Central Bedfordshire Council. This is a repeat of the petition in favour of option 5 submitted during the consultation period in October 2012 and prior to option 5 being adopted by the Council (subject to TRO) at the Traffic Management Meeting in January 2013.

On this occasion the canvassing area of the petition has been extended beyond the “pinch point” section of Downs Road (between Great Northern Road and Borough Road) to include all other houses in Downs Road. In addition, households in the adjoining streets of Allen Close, Barton Avenue and Borough Road (3 households between Downs Road and Blows Road only) have been canvassed.

If a canvassed household declined to sign the petition the canvassers asked the resident(s) if they would like to give reasons why and, if given, these were recorded on a canvass sheet.

The results of the canvassing / petition are as follows....

Street	Petition Signatories For Option 5	Canvass Results				
		Households For Option 5	Households Against Option 5	Indifferent / Undecided / Neutral Households	Unavailable Households	Total Number of Households
Downs Road (Pinch Point Households Only)	78	36.5* (81.1%)	3.5* (7.8%)	3 (6.7%)	2 (4.4%)	45 (100%)
Downs Road (All Households)	91	44 * (60.3%)	18.5* (25.3%)	5.5* (7.5%)	5 (6.9%)	73 (100%)
Borough Road (3 Households Only)	1	1 (33.3%)	2 (66.7%)	0 (0.0%)	0 (0.0%)	3 (100%)
Barton Avenue	1	1 (8.3%)	6 (50%)	1 (8.3%)	4 (33.3%)	12 (100%)
Allen Close	6	5 (10.6%)	34 (72.3%)	3 (6.4%)	5 (10.6%)	47 (100%)
Other**	2	1	0	0	0	1

* Half households (0.5) recorded in this category to denote where 2 residents in a single household fall into different categories. In the canvass survey there were 2 instances identified. The splits were 1 for / 1 against option 5 and 1 for option 5/ 1 undecided.

** Interest in signing petition expressed because the property is at the junction of Great Northern Road and Downs Road and their garage is accessed via Downs Road.

As can be seen from the summary table above, support for option 5 in the “pinch point” area of Downs Road remains solidly in favour. Even taking into account all households in Downs Road including those

not affected by the current traffic volume problems (between Downs Road and Half Moon Lane) there is a significant majority of households in favour of option 5.

Of the 3 houses in Borough Road that are currently part of the "rat run" 1 is in favour and 2 against. Of the 2 against one reported that he has had problems with traffic but was going to vote against anyway because he wanted to "give the Council a bloody nose" due to the way they tried to introduce change (i.e. the experimental barrier).

Residents of Barton Avenue are not affected by the current volumes of traffic but will be affected by the Downs Road Block at the junction with Barton Avenue should option 5 be introduced. Here a significant majority of households were against option 5 or were indifferent to its implementation. Reasons ranged considerably but most mentioned the road block, inconvenience and emergency vehicle access as the main reason(s) for their opposition.

Allen Close is a quiet no through road. The key issue for Allen Close residents is access and egress from their street onto Downs Road. Many residents in this street who were against the implementation of option 5 were of the opinion that one way traffic would not help them unless this was combined with yellow lines to improve lines of vision at the junction which is currently impaired by parked cars.

We trust that the information provided shows that the vast majority of people directly affected by the current volumes of traffic in Downs Road remain in support of option 5 and request that the decision made by the Council at the Traffic Management Meeting on 7th January 2013 to implement option 5 subject to TRO be confirmed in it's entirety (i.e. the implementation of a partial one-way system in both Downs Road and Park Road plus the introduction of a road block in Downs Road near the junction with Barton Avenue). The sharing of traffic between Downs Road and Park Road via the introduction of partial one-way systems in both these streets is the critical aspect of option 5 that will alleviate the currently unacceptable levels of traffic in Downs Road and it is essential that at least this part of option 5 be implemented to more fairly distribute the traffic into and out of the area via Great Northern Road. A copy of the collated canvas sheets and supporting documentation for the petition is included for your information.

Petition in support of Option 5 for Traffic Management in Downs Road / Park Road in response to the Public Notice published by Central Bedfordshire Council

Petition Signatories

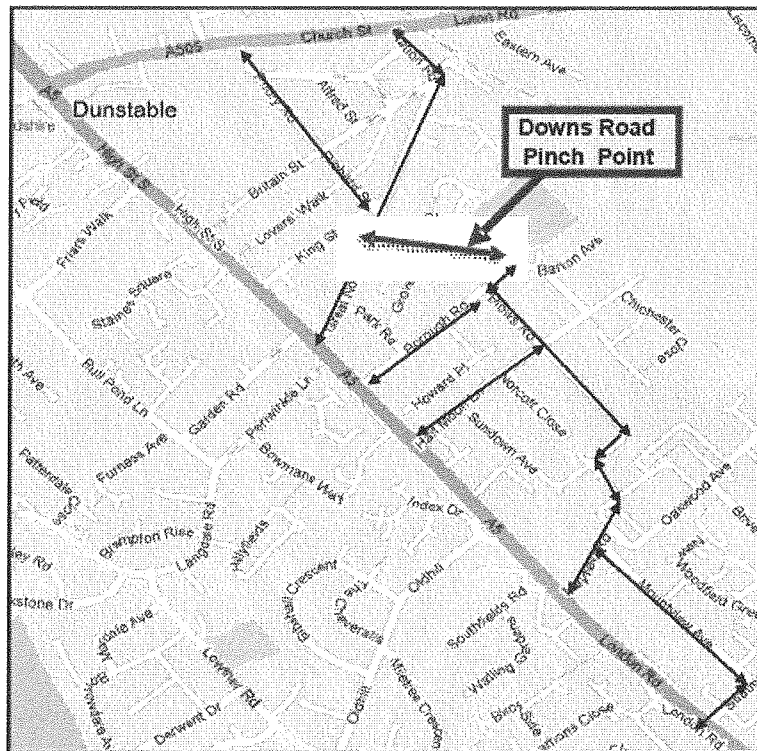
We, the undersigned, support the Option 5 Traffic Management Scheme as described in the Public Notice issued by Central Bedfordshire Council on 20th March 2013.

Petition in support of Option 5 for Traffic Management in Downs Road / Park Road in response to the Public Notice published by Central Bedfordshire Council

Question: Why is Option 5 being Proposed?

Answer: Because there is a proven traffic issue in Downs Road that needs to be addressed.

Downs Road is defined as a residential street and is intended only for access for the residents of the street and neighbouring streets. However, in reality Downs Road is used by many to gain access to and leave the Manshead North catchment area.



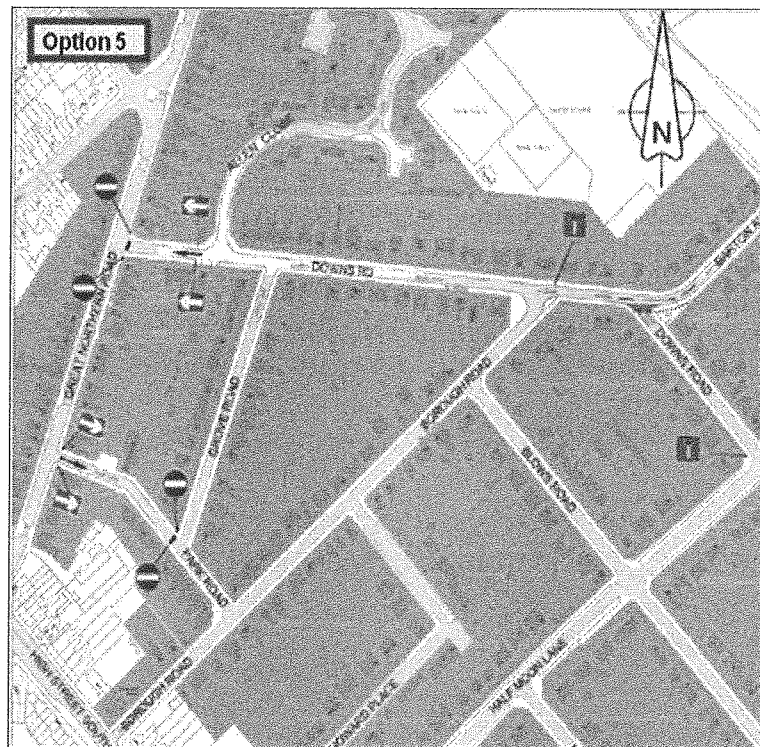
- The volume of traffic in Downs Road is up to **18,000** cars per week
- **5%** of traffic exceeds the speed limit of 30mph
- Over **40%** of all traffic gaining access or egress to the Manshead North local residential area do so via Downs Road.
- Residents find it difficult to exit their driveways onto Downs Road due to volume and speed of traffic.
- Access to and egress from Allen Close and Grove Road onto Downs Road is also hazardous.
- During "rush hours" the street often suffers traffic jams due to the road not being wide enough to cater for 2-way traffic.
- Outside of "rush hours" Drivers travelling through Downs Road often speed and drive without due care and attention.
- This has resulted in a number of serious road accidents with damage to residents cars and property.

Petition in support of Option 5 for Traffic Management in Downs Road / Park Road in response to the Public Notice published by Central Bedfordshire Council

Question: What is Option 5?

Answer: Option 5 is the Traffic Management solution that was passed by Central Bedfordshire Council's Traffic Management Meeting on 7th January 2013 to resolve the volume of traffic issue in Downs Road SUBJECT TO TRO.

This solution to the traffic volumes in Downs Road shares the traffic burden between Downs Road and Park Road by introducing a limited one way system in both roads plus a road block in Downs Road at the junction with Barton Avenue.



This compromise was thought to be the best solution to the traffic problems in Downs Road because:-

- It will significantly reduce traffic volumes in Downs Road whilst still providing a convenient northward egress for residents of the whole Manshead North catchment area.
- Manshead North residents can still access the catchment area from the north via the A5 or Park Road.

In other words, it spreads out the traffic volume so that no single street bears the majority of the traffic burden for the whole area with the minimum of inconvenience to other residents of the Manshead North catchment.

Petition in support of Option 5 for Traffic Management in Downs Road / Park Road in response to the Public Notice published by Central Bedfordshire Council

Question: Why Register your Support for Option 5?

Answer:

- It will have the effect of reducing the traffic burden in Downs Road by an estimated 45%.
- Access to and from the Manshead North catchment area via Great Northern Road will still be possible.
- The introduction of a partial one-way system in Downs Road and Park Road will result in a better flow of traffic into and out of the catchment area onto Great Northern Road.
- As a result of the road block in Downs Road at the Barton Avenue junction, the Downs Road section between the junction with Borough Road and Half Moon Lane will in effect become a cul de sac and thus avoid any through traffic. Similarly, it will result in no through traffic in Half Moon Lane for those residents who live in the section between Blows Road and Blows Down.
- It will discourage “rat runners” (people who don’t live in the area but use it as a cut through to avoid the town centre).

In summary, the option 5 solution to the traffic problems will result in a fairer distribution of traffic to and from Great Northern Road with the minimum of inconvenience. It will make little difference to residents ability to access and egress the area and will discourage rat runners.

You can support option 5 by either signing this petition and/or making a personal submission to the Transportation Manager at Bedfordshire Highways. This can be done either in writing or via e-mail. Please see addresses below.

APPENDIX E

Manshead North Residents' Association

Transportation Manager
Bedfordshire Highways
Woodlands Annex
Manton Lane
Bedford
MK41 7NU

12th April 2013

(Delivered by hand to Ms Martha Clampitt, Chicksands)

Dear Sir

RE: Traffic Road Order for one-way traffic in Downs Road and Park Road and a prohibition at the junction of Downs Road and Barton Avenue, Dunstable

Please find attached a petition, signed by 1235 persons that are objecting to the abovementioned Traffic Road Order. As you can appreciate there are nearly as many reasons for the objections as there are people who have signed, but the main ones are:

- 1) When the experimental road block was in place (2011/2012) the Central Bedfordshire Council's data proved that this did NOT reduce "rat running" all that resulted was the same volume of traffic was forced onto fewer roads; this cause severe congestion on these roads. Therefore, it will not simply share nuisance in an equitable way but increase nuisance by a factor of 2.5.
- 2) Also, that the inconvenience and disturbance to a large number of Manshead Ward residents will be disproportionate to any benefits gained by a small group of Downs Road residents.
- 3) We are NOT "rat runners" we are just residents taking the shortest, quickest and most logical route to reach our destinations. As opposed to CBC's premise that we should drive directly to the A5/A505, whichever is the nearest, regardless of whether this is in the direction of our destination or not.
- 4) That the proposed changes will result in residents being forced to travel "around the block" to reach their homes, therefore, using more roads, pass more homes, causing more noise pollution, emissions and congestion. This in turn will increase stress and journey times for many hundreds of Manshead residents.
- 5) As the proposal will force traffic onto inappropriate roads and to use more road junctions as is the case with the junction of Blows Road/Sundown Avenue and Half Moon Lane which in the past has had a number of accidents the latest one being on 3rd April 2013. The road block proposed in the TRO will mean that traffic from Apollo Close, Chichester Close, part of Half Moon Lane and part of Downs Road that currently does NOT use this junction will be forced to do so.

Continued

6)	With regards to the petition itself the data reflects the following:	
	Total number of houses in the original consultation area:	759
	Less average number of houses that did not respond to canvassers	91
	Total number of houses that responded	668
	Total number of houses that thought TRO would not affect them	105
	Total number of houses that expressed an opinion	563
	Total number of houses that signed against the TRO	457

Therefore total percentage of houses in the affected area against the TRO = 81%

Please note the following:

- a) That of the roads named in the TRO in all cases over 50% of the houses have signed this petition, with the exception of Downs Road.
- b) In the case of Park Road 100% of the households have signed.

If you have any further questions regarding the attached please do not hesitate to contact me via the Manshead North Residents' Association email which is mansheadnorthra@gmail.com.

Yours faithfully

Enc -- Petition against TRO for Option 5

Proposal to introduce one-way traffic in Downs Road and Park Road, plus closure in Downs Road Dunstable.

We object to this proposal on the grounds that experimental data proves that it will not reduce overall "rat-running" in the area and that it will not simply share nuisance in an equitable way but increase nuisance by a fact of 2.5. Also, that the inconvenience and disturbance to a large number of Manshead Ward residents will be disproportionate to any benefits gained by a small group of initiating petitioners. This proposal is based on the idea that ALL residential traffic should take the shortest route to either the A5 or A505, whichever is the nearest, even if this means going in the opposite direction to your destination. This idea shows a complete lack of understanding of the locality. The proposed changes to Downs Road and Park Road will only result in residential traffic having to use more local roads than at present, which in turn will increase noise pollution, emission pollution, stress for residents and increase journey times for many hundreds of Manshead Ward residents every single day.

*Please print of this column
will become public*

*Please sign – this column
will NOT become public*

House No	Road	Name	Date	Signature
----------	------	------	------	-----------