
Meeting: Traffic Management Meeting
Date: 21 November 2013
Subject: Ivel Road, Shefford – Consider an Objection to Proposed Raised Tables
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 raised tables and a traffic calming build-out in Ivel Road, Shefford.

Contact Officer: Andrew Rosamond
andrew.rosamond@amey.co.uk
Public/Exempt: Public
Wards Affected: Shefford
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The works are being undertaken in connection with a new residential development and will be wholly funded via a section 278 agreement.

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 improve road safety for all road users.

Sustainability:

A reduction in vehicle speed will encourage pedestrian and cycle access to the town centre.

RECOMMENDATION(S):

That the proposals to install Raised Tables implemented as published.

Background and Information

1. The scheme is being funded by a Section 278 agreement connected with the re-development of the adjacent Bridge Farm site. It is a condition of the planning consent that the developer installs measures on Ivel Road to reduce traffic speeds appropriate for a 20mph speed limit. Other highway improvements are required, including modifications to the nearby roundabout junction with Churchill Way.
2. The scheme as proposed has been required as a condition of the planning consent and as such has not been designed by Bedfordshire Highways though it has undergone technical approval checks.
3. In these situations Bedfordshire Highways acting for Central Bedfordshire Council undertake the statutory consultation work on behalf of the developer under the S278 agreement process.
4. As part of the process a proposal to introduce a 20mph speed limit on Ivel Road adjacent to the residential development was previously published. No objections were received, so the reduced speed limit will be introduced in due course.
5. Proposals for raised tables and a kerbed build-out were published on 12 July 2013 and the relevant public notice and drawing are included in Appendix D. One objection was received to this proposal and that was the subject of a report to the Traffic Management Meeting of 11 September 2013. The decision was to go ahead with the scheme.
6. Revised proposals were published on 30 August 2013 and are in addition to the earlier ones. The revised proposals were to lengthen the raised table to the north of the Churchill Way roundabout to enable it to become a raised zebra crossing. In addition, a further raised zebra is planned to be located to the south of the Churchill Way roundabout. Consultations were carried out with the emergency services and other statutory bodies, Shefford Town Council and Ward Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.

7. Three representations have been received, although objection no.3 was sent on behalf of 4 households. Objection no.1 contains 3 separate e-mails and relates to various aspects of the housing development. Only those comments directly relating to the published proposals will be considered in this report. Copies of the correspondence are included in Appendix C. The main points raised by the objectors are summarised below:-
- a) Some considerable time has passed between the planning permission being granted and the raised table proposals being published. This gave residents very little time to respond and they consider that it was not a genuine consultation.
 - b) The northerly extended raised table will create a continuous downward slope from the new development access road to existing properties, which will create flooding problems. It should cover only the extended length of road, which would take it away from new and existing driveways and overcome the potential flooding issue.
 - c) The longer raised tables will be less effective as a slowing feature than shorter raised features.
 - d) The proposed zebra crossing to the north of Churchill Way is too close to the roundabout and would be safer if it was located further north.
8. Bedfordshire Police have no objection to the proposal.

Responses and Conclusion

9. Bedfordshire Highways' response to the points above are as follows:-
- a) It is inevitable that there will be a time delay between the consultation on planning applications and the publication of highway proposals. This is because the finer details of the highway improvements are not usually agreed until closer to the time of construction. It is felt that residents were given ample time to respond to the published traffic calming proposals.
 - b) The proposed measures have undergone technical approval and meet all recommended standards. No flooding difficulties are anticipated.
 - c) Longer raised tables and junctions are probably marginally less effective as traffic slowing features, but give most vehicles a smoother ride.
 - d) The proposed zebra crossing is considered to be located at a safe and appropriate location. Traffic will be travelling at modest speeds as drivers would have just negotiated the roundabout which will have reduced speeds. The crossing has been located on the natural pedestrian desire line for people walking towards Churchill Way and the town centre. If it was relocated further north it would be less well-used.

10. It is considered that the revised scheme, which provides an additional slowing feature and two pedestrian facilities, would bring about significant road safety improvements. Consequently, it is recommended that the proposals go ahead as published.

Appendices:

Appendix A – Drawing of Proposals

Appendix B – Public Notice of Proposals

Appendix C – Objections

Appendix D – Previously published proposals

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – IVEL ROAD, SHEFFORD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Tables under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Ivel Road, Shefford. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users near to the new residential development.

The proposed Raised Tables described in the public notice published on 12 July 2013 are still proposed, but the Raised Table on Ivel Road, Shefford to be located approximately 47 metres north of Churchill Way, is to be extended southwards by approximately 8 metres.

An additional Raised Table at a nominal height of 75mm and approximately 9 metres long extending across the full width of the road is proposed to be sited in Ivel Road, Shefford at a point approximately 43 metres south of its junction with Churchill Way.

Further Details of the proposal and plans may be examined during normal opening hours at Shefford Library, High Street, Shefford SG17 5DD 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 20 September 2013.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

30 August 2013

Appendix C

Objection 1

Dated 5 September 2013

I have reviewed the proposals for the raised tables in Ivel Road and wish to make the following comments:

1- the submitted diagram dated July 2012 SHEF-5-674A contains information which was never shared with residents affected by these plans, despite the consultation for the St Francis development being held at a similar point in the year. There seems to have been a considerable amount of further disruption to our environment which was being planned but not disclosed. These seem to follow the previous apparent last minute decisions to include a pavement (I note it actually features on the July 12 plans so the 12 hour notice to remove the hedge was grossly unreasonable in preventing any objection). This resulted in the tearing out of the hedge which residents were assured would remain, leading me to believe that any undesirable elements of the plans have not been made public until the last possible moment. I note that the plans carefully detail the location of every home in the new development, where there are no residents at present, yet give no detail of existing homes so that residents can gain a wholly accurate gauge of the impact on their environment. I have had to use plans provided by Bovis to calculate the location of existing homes.

2-I note that these raised tables have been proposed and published in July 2013, a full year after the plans were drawn, yet the opportunity for discussion is closed in Sept 2013, leaving residents with a virtual fait accompli once again. It should be noted that the public notice, displayed on lampposts along Ivel Road, featured an error in defining where the extension would be sited. 'Sourth' is not a recognised location and its ambiguity could lead residents to assume 'south' has been meant. This notice lacks the precision to identify the nature of the proposals without the accompanying diagram, and is therefore misleading.

3- The drawings sent to residents through the post are given as to scale. If this is the case, then I wish to draw attention to some issues with the plans.

a) The planned south raised table will extend from over the existing driveway to 130-136 Ivel Road. towards the roundabout. The drawings highlight is that this will create a continuous downhill slope from a new access driveway to the development, across Ivel Road and down the driveway to existing residents' homes. Raised tables are without road edge drainage channels which kerbs and gullies provide and so a new course for rainwater. has been created. The likely recipient will be the house and garage belonging to residents at 130, with other homes affected. I raise this issue as most of the site will be covered in tarmac and housing, so rainwater will run down roads following gravity, rather than soaking into the earth as in previous years. The same issue will apply to the raised table which is proposed to level out the driveway access between the new development and 120-128 Ivel Road. It should be noted that this second existing driveway is not marked on the plans sent to residents.

Flooding on Ivel Road is already known Residents raised this concern at development meetings. To provide rainwater with new, obvious run-off routes into residents' homes does not seem a satisfactory design.

b) Given that the raised table extension has been made to incorporate a pedestrian crossing, it is not clear why the crossing and raised area is not simply restricted to the new extension element, leaving the exits from existing and new driveways free from disruption and the promotion of flood risk. The size of the table cannot be a factor as the proposed second raised table to the south of the roundabout, before the Tesco's entrance, features a smaller crossing by 0.6m.

c) I note that only one crossing beacon has been indicated on the plans, and this will be sited at the south raised table by Tesco's entrance. I assume residents will be notified if additional lighting is to be proposed.

d) work seems to have already begun on the implementation of these plans. The road outside 130-136 Ivel Road has been planed on Weds 4th September, so it seems unlikely that this will be repaired with tarmac simply to be replaced by raised setts in a few weeks' time, unless planning really is as last minute as is being claimed in the revision notices.

I would like to record that little regard has been given to existing residents. Plans show new residential sitings but affect existing access points. Information regarding changes to the road proposals were withheld from the public debate connected to the new development, despite the drawing dates indicating that these would have been known to the Central Beds Planning team. I do support traffic calming measures on Ivel Road- these are years overdue. However, it is not clear why these need to cross existing access points to driveways to the north of the roundabout, where no more than a dozen cars could be expected to exit/enter - I do not support this proposal for the disruption and flood reasons stated above. I do not expect that the raised table will feature at the entrance to Tesco's/Esso garage, where a high volume of traffic enters and exits, so it is clearly not essential to consider every access point as one requiring such measures. If these tables are located away from driveways I foresee far fewer problems.

I have just been informed by the works foreman that he has been instructed to install these raised tables tomorrow (Tuesday 10th Sept 2013). This is ten days before the end of the consultation period.

Dated 9 September 2013

I understand that as this action has now been approved without any need for further consultation to the end of the stated period, that the Central Beds Council and the person authorising this action now takes full responsibility for any flooding and damage caused to the properties as a result of the installation of the raised tables forming a continuous downhill slope.

Should my property be subject to any future flooding damage as a result of this unnecessary interference with our private driveway, I will produce this email in action as confirmation that every assurance has been given by council and contractors that the work will not produce any negative impact on our rainwater or sewerage systems, nor will it affect our access, retaining walls or any part of our domestic buildings. There is a further implication that the work will not affect our domestic insurance policies in terms of a flood risk and devaluation as a result of this.

I understand that in progressing the action without completing the consultation, the council and contractors have established that there will be no changes to any of the residents' environmental and flood risk status before embarking on work which would bring any of the above points into play and that liability for any damage or adverse change would be accepted by contractors and council having been asked to confirm this before starting work.

Dated 17 September 2013

I have addressed this complaint to the Beds Mid Council 'consultation' team and to Ms Nadine Dorries as MP for Mid Beds.

Residents in Ivel Road, Shefford, have become the 'lucky recipients' of a Bovis housing development opposite existing dwellings. The consultation on this was limited to smiling at housing designs and being assured that flooding which already occurs along this road would in

no way be exacerbated by covering an entire field in tarmac and housing. We were assured an established hedge would remain- it was ripped up the morning after a 7pm note dropped through our letterboxes, and the ancient tree which stood on the site of the 'proposed' roundabout was mysteriously cut down, apparently by the farmer, before any work had started so there was no real need to consider accommodating that. How convenient.

So far, so good. The council ignores the environmental concerns and presses on with the plans. Or just some of the plans, as the plans for the road development were not shared with the residents. Unusual, given that these road plans were drawn up in July 2012 when the Bovis estate was a 'proposal'. I have since been informed by one of the workmen on the road that proposal means it's going ahead, so I use the word with some degree of irony.

Now to the road. More proposals, featuring traffic calming measures. These are good things and long overdue, so why not mention these measures alongside the building of the estate? Well probably because it involves planning and this is where there seems to be an issue, as no sooner has one plan been put into action than a secondary one is digging it up. I will explain.

The traffic calming measures are raised tables to stretch along parts of Ivel Road. Notice of 'proposals' for these was given in July but no consultation was announced until August when residents received notices and drawings showing tables stretching across private driveways and pedestrian crossings on a blind corner. The deadline for the consultation was/is 20th September but given that the work is now into its second week and my driveway has lumps of tarmac across it as a temporary ramp, I'd say that the words 'proposal' and 'consultation' are actually 'bullshit'.

I apologise for the last term; this is the term used to me by the site worker who came to my door at 8.20 this morning, in recognition that after three days of nothing happening to the ramp, that further work would commence on it. When I suggested that it would have been useful to have had a clear schedule to work systematically to clear parts of the road at a time. I was informed that it wasn't that easy, I didn't know what I was looking at and that he came to work every day to listen to bullshit from residents. Well if he lived in my house and had been given the feeble excuses, paper thin promises of environmental protection and habitat conservation, he would be forgiven that residents may not have the monopoly on that. Our bullshit, as he calls it, is the repeated pointing out that the work is not planned to minimise its intrusion, and certainly is not planned to extend beyond 2.45 on a Friday afternoon. Perhaps that's in the schedule I know nothing about.

I have asked the council to accept full responsibility for designing and authorising road crossings which establish a downhill runway for water across the raised tables into our driveways. I doubt the council is interested in the idea of reconsidering putting a pedestrian crossing on a blind corner but I'll mention it just in case someone actually thinks a pedestrian might use it. Maybe the word 'safety' has just joined 'consultation' and 'proposal' in the council planning department.

I won't apologise for the cynicism within this message as I remain cynical of the process which speeds through such plans, even before the consultation period has finished. Any comments which are counter to what those in hallowed positions want to commission are deemed 'bullshit', which is what the site worker really meant.

I'd like the planners, if there are any, and the contractors, to take a good look at the site and make sure that it at least meets the feeble promises given to existing residents. So far, plans only look good for those to whom Bovis would like to sell houses, and current residents are being made to suffer noise, dirt, inconvenience and most recently, derision, for wanting something a bit better than that. What happened to our replacement hedge, for example? Well, currently the roots are lying exposed on 2 ft sparsely planted specimens which will probably die in a couple more weeks. Our 6 ft hedge was never really intended to stay and no one is overseeing exactly what the replacements are. I'd like the drainage for the tables to be reviewed, as water never ever goes downhill and then makes a 90 degree turn to roll into a

drain. If the table is extended, the drain will be even further out of the reckoning. I'd like for someone to seriously reconsider sending traffic round from Churchill Road, off the roundabout and straight onto a pedestrian on the crossing. The crossing won't be visible from a car as there is a wall (a PRIVATE ONE which the council may not interfere with) which makes this crossing a particularly bad idea.

Finally I'd like the notion of consultations to be reviewed. We've not had a consultation on this development at all- just a presentation of what will happen. Notices on lampposts are underhand means of communicating with those directly affected by works and show scant regard for existing residents. I pay council tax, a lot of it, and vote regularly to preserve community environment, rights, security and maintenance. I'm getting very little for that right now other than being advised that my concerns at the mess and inconvenience are bullshit.

Objection 2

I am writing to you as one of the residents of Ivel road, and with the agreement of the other residents from xxx to xxx.

In conjunction with my fellow residents, we too were not in receipt of the notice dated 12th July 2013 and drawings relating to the proposed raised tables in Ivel Road. Therefore we were not in a position to comment and object to their positioning.

We would however like to take the opportunity to raise our objections to the proposed position and use of the extended raised table immediately north of the Churchill Way roundabout.

Since the position of our houses are not shown on the original drawings we saw it is apparent that the raised platform is directly in front of the entrance to our service road. Have the planners taken this into consideration?

Having to negotiate the ramp of a raised table will make this manoeuvre extremely difficult and dangerous with other vehicles approaching from the roundabout.

The fact that the table is to be extended means it will not have the desired effect of slowing traffic down, as a shorter table would, but will give motorists the opportunity to accelerate.

As the resident at xxx which is directly in front of the entrance and directly in front of the table nearest the roundabout, I am deeply concerned about the surface water on the road when blocked by a raised table. Where will it go? Historically the road is liable to flooding and carries a high volume of water when it rains heavily / continuously. With the additional water coming off the St. Francis Park development this can only be exacerbated.

We respectfully propose that the raised table should be moved south and the zebra crossing north and away from the entrance to our service road.

Objection 3

I am writing on behalf of the residents residing at xxx - xxx Ivel Road.

We were not in receipt of the notice dated 12th July 2013 and drawings relating to the proposed raised tables in Ivel Road. Therefore we were not in a position to comment and object to their positioning.

We would however like to take the opportunity to raise our objections to the proposed position and use of the extended raised table immediately north of the Churchill Way roundabout.

Although the position of our houses are not shown on the drawings it is apparent that the raised platform is directly in front of the entrance to our service road. Planners haven't taken this into consideration in the drawings sent to residents.

We have to reverse into our service road as we do not have provision to turn cars around thus enabling them to be driven out forwards to comply with the road traffic code of conduct.

Having to negotiate the ramp of a raised table will make this manoeuvre extremely difficult and dangerous with other vehicles approaching from the roundabout and will increase the risk of a rear collision.

The fact that the table is to be extended means it will not have the desired effect of slowing traffic down, as a shorter table would, but will give motorists the opportunity to accelerate.

We would also question the safety of having a zebra crossing so close to the roundabout. Surely it would be better positioned further north of the roundabout so that drivers approaching from Churchill Way will have more time to react to pedestrians using the Zebra crossing!

Another perhaps more important concern is what happens to the surface water on the road when blocked by a raised table. Where will it go? Historically the road is liable to flooding and carries a high volume of water when it rains heavily / continuously. With the additional water coming off the St. Francis Park development this can only be exacerbated and increase the risk of flooding our service road/houses.

We respectfully propose that the raised table should be moved south and the zebra crossing north and away from the entrance to our service road.

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES AND TRAFFIC CALMING BUILD-OUT – IVEL ROAD, SHEFFORD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Tables and a Traffic Calming Build-out under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Ivel Road, Shefford. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users near to the new residential development.

Raised Tables at a nominal height of 75mm and approximately 10 metres long extending across the full width of the road are proposed to be sited at the following locations in Shefford:-

1. Ivel Road, at a point approximately 47 metres north of its junction with Churchill Way.
2. Ivel Road, at a point approximately 85 metres north of its junction with Churchill Way.
3. Ivel Road, at a point approximately 116 metres north of its junction with Churchill Way.

A Traffic Calming Build-out, approximately 8 metres long, extending from the footway on the eastern side of the road is proposed to be sited at the following location in Shefford:-

1. Ivel Road, at a point approximately 162 metres north of its junction with Churchill Way.

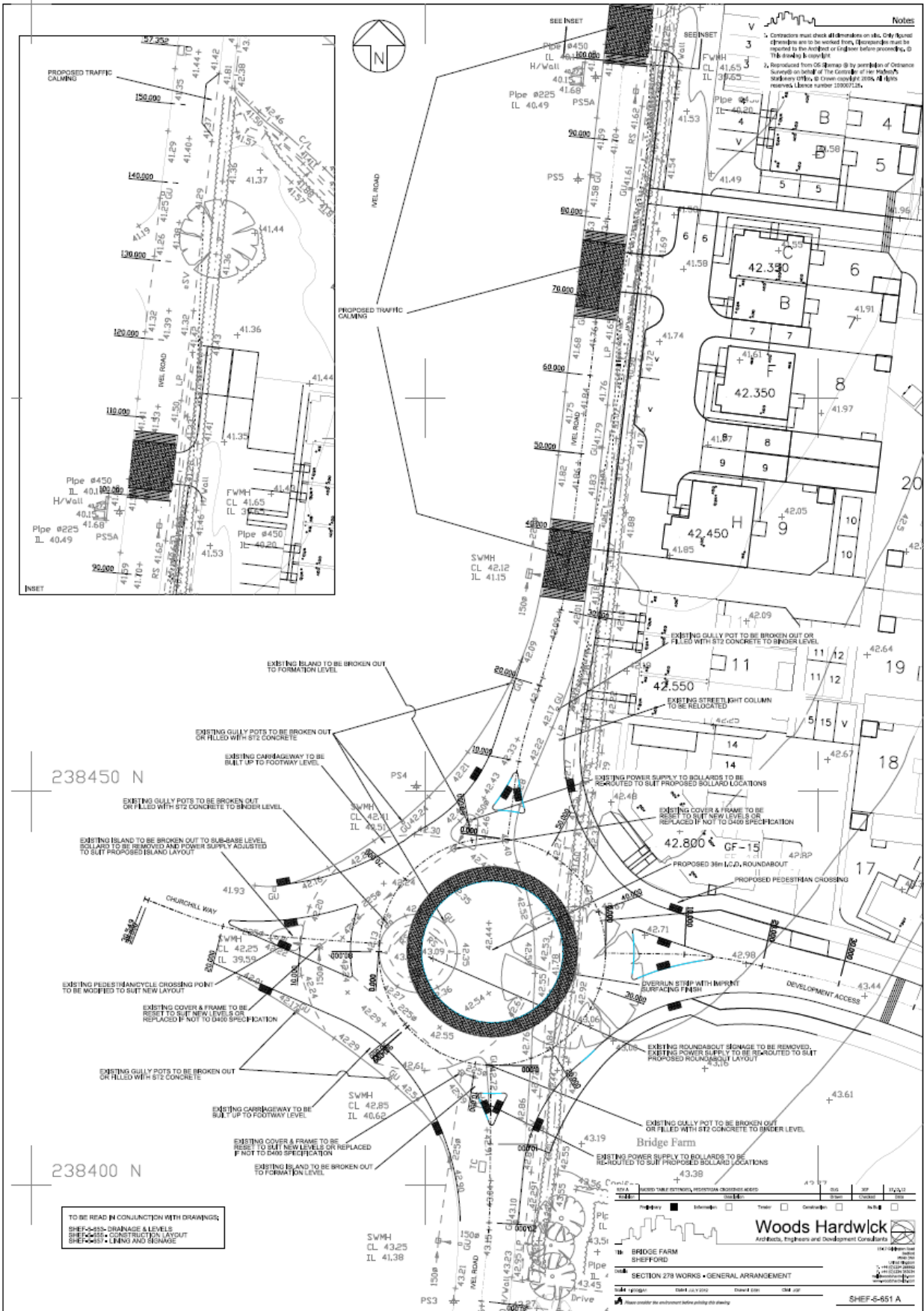
Further Details of the proposal and plans may be examined during normal opening hours at Shefford Library, High Street, Shefford SG17 5DD or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided 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 9 August 2013.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

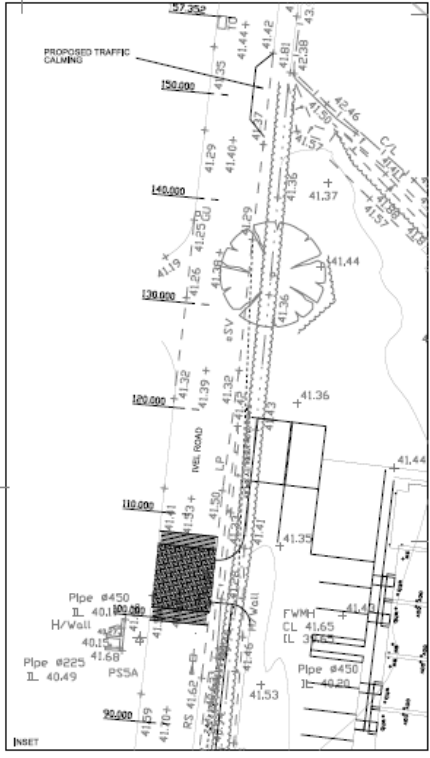
Marcel Coiffait
Director of Community Services

12 July 2013



Notes

- Contractors must check all dimensions on site. Only those dimensions to be worked from. Dimensions must be reported to the Architect or Engineer before proceeding. If this drawing is correct.
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TO BE READ IN CONJUNCTION WITH DRAWINGS:
 SHEET 045 - DRAINAGE & LEVELS
 SHEET 046 - CONSTRUCTION LAYOUT
 SHEET 047 - LINDS AND SIGNAGE

NO.	DATE	BY	DESCRIPTION
1	15/01/2024	WHD	ISSUED FOR TENDER
2	15/01/2024	WHD	ISSUED FOR TENDER
3	15/01/2024	WHD	ISSUED FOR TENDER
4	15/01/2024	WHD	ISSUED FOR TENDER
5	15/01/2024	WHD	ISSUED FOR TENDER
6	15/01/2024	WHD	ISSUED FOR TENDER
7	15/01/2024	WHD	ISSUED FOR TENDER
8	15/01/2024	WHD	ISSUED FOR TENDER
9	15/01/2024	WHD	ISSUED FOR TENDER
10	15/01/2024	WHD	ISSUED FOR TENDER
11	15/01/2024	WHD	ISSUED FOR TENDER
12	15/01/2024	WHD	ISSUED FOR TENDER
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14	15/01/2024	WHD	ISSUED FOR TENDER
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17	15/01/2024	WHD	ISSUED FOR TENDER
18	15/01/2024	WHD	ISSUED FOR TENDER
19	15/01/2024	WHD	ISSUED FOR TENDER
20	15/01/2024	WHD	ISSUED FOR TENDER

Woods Hardwick
 Architects, Engineers and Development Consultants

BRIDGE FARM
 SHEFFORD

SECTION 278 WORKS - GENERAL ARRANGEMENT

Scale: 1:500
 Date: 15/01/2024
 Drawn: WHD
 Checked: WHD

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