
Meeting: Traffic Management Meeting
Date: 2 June 2014
Subject: Rural Match Fund Schemes in Ampthill, Maulden and Westoning – Consider Objections to Waiting Restrictions and Road Humps
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of Waiting Restrictions in Ampthill and Maulden and Road Humps in Westoning.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Ampthill and Westoning, Flitton & Greenfield
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will increase improve road safety by prohibiting indiscriminate on-street parking at targeted locations and by reducing traffic speeds in a residential area.

Financial:

These works are being funded via the Rural Match Funding scheme which helps Town and Parish Council to deliver highway works of their choice.

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 proposed parking controls and road humps should improve road safety.

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That the proposals to introduce No Waiting at any time in Queen Street, Saunders Piece and Chiltern Close, Ampthill be implemented as published.**
- 2. That the proposals to introduce No Waiting at any time in Russell Drive, Ampthill be implemented as published.**
- 3. That the proposals to introduce No Waiting at any time in George Street, Maulden be implemented as published and that H-bar markings are installed across the driveways of adjacent properties.**
- 4. That the proposals to install Road Humps in Sampshill Road, Westoning be implemented as published.**

Background and Information

1. All Town and Parish Council in Central Bedfordshire have been given the opportunity to request match funding for projects of their choice in their areas. In most cases Central Bedfordshire Council has made a contribution to enable the schemes to proceed.
2. Some of the chosen projects, including waiting restrictions, traffic calming measures and pedestrian crossings require the publication of statutory notices and local consultation to take place. The projects chosen by Ampthill Town Council, Maulden Parish Council and Westoning Parish Council fall within this requirement.
3. The various proposals were advertised by public notice in March and April 2014. Consultations were carried out with the emergency services and other statutory bodies, relevant Town and Parish Councils and Elected Members. Residents and businesses were individually informed and notices were displayed on street.

Objections and Responses

4. Queen Street, Saunders Piece and Chiltern Close, Ampthill

The proposal is to introduce No Waiting at any time to address parking concerns that primarily occur at the start and end of the school day. The extent of the restrictions has been kept to a reasonable level to lessen the impact on residents.

One objection has been received. A copy of the correspondence is included in Appendix A. The main points raised are summarised below:-

- a) The objector and their family park to the side of their home and the proposed restrictions would prevent them from doing that, which is a significant problem due to the age of the resident and visitors.
- b) The Council should speak with the school about encouraging parents to park in a more responsible way.
- c) Other ideas, such as residents' permits, shorter restriction times and parking in the school grounds should be considered.

5. The Highways Team response to the points raised in 4 above are as follows:-

- a) Parking space would still be available to the front of the objector's home, but their side door is closer to the road, which is obviously an important factor for those with mobility issues. Consideration could be given to shortening the proposed double yellow lines to allow parking closer to the objector's side door.
- b) Experience suggests that appealing to parents has a fairly short-term impact on parking behaviour. Yellow lines have proved to be more effective in the longer term.
- c) The proposed restrictions have been designed to prohibit parking on lengths of road, i.e. near junctions, where parking should not take place. It would not be feasible to allow permit holders to park on those lengths of road. As the proposed yellow lines are close to junctions, it is felt that any restrictions should apply at all times, which have the added benefit of being more readily understood and observed. Even if sufficient parking was available within the school grounds, they are often reluctant to allow vehicles to enter the grounds, mainly on health and safety grounds.

It is recommended that the published restrictions be implemented as published, but consideration could be given to reducing the extent of the double yellow lines on the south side at the western end of Saunders Piece.

6. Russell Drive, Ampthill

The proposal is to introduce No Waiting at any time on both sides of a length of Russell Drive. This is to address parking that currently takes place on the inside of the bend thereby obscuring forward visibility for drivers.

One objection and one letter of support have been received. A copy of the correspondence is included in Appendix B. The main points of objection raised are summarised below:-

- a) The proposed double yellow lines will result in higher vehicle speeds and road humps would be more effective.

- b) The footway outside the shops is wide and could be converted to parking areas.
- c) The proposed restrictions would have a negative impact on the businesses located nearby.
- d) There is insufficient parking at the rear of the shops, which is exacerbated by the fact that the shops have flats above them, so residents' parking needs should also be considered.

7. The Highways Team response to the points raised in 6 above are as follows:-

- a) It is a fact that where double yellow lines are introduced over a significant length of road this can result in higher vehicle speeds. However, much of the parking that takes place on this length of road is outside the shops on the inside of a bend. The parked cars significantly restrict forward visibility for drivers, which creates a road safety hazard when drivers are faced with opposing traffic.
- b) There parking restriction proposal is a low cost measure, being pursued in conjunction with the Town Council. The proposal to convert the wide footway to parking may be feasible, but would entail substantially greater costs, particularly is underground utility apparatus needs to be relocated.
- c) The proposed double yellow lines would result in the loss of 5 or 6 parking spaces, which is significant, but if these were all used visibility for road users would be severely compromised. Delivery vehicles will still be able to stop on the yellow lines for essential loading/unloading purposes.
- d) There are 8 parking spaces adjacent to the road, plus some garages and other parking areas available. There are no other on-street parking controls in the area, so ample on-street parking is available in adjacent streets.

It is recommended that the published restrictions be implemented as published on road safety grounds.

8. George Street, Maulden

The proposal is to introduce No Waiting at any time on lengths of George Street immediately adjacent to its junction with Amphill Road. Most of the parking is associated with the nearby convenience store and affects road safety.

One objection has been received. A copy of the correspondence is included in Appendix C. The main points raised are summarised below:-

- a) If the proposed waiting restrictions are introduced parking will transfer to an unrestricted length of road outside the objector's home.
- b) Cars are already being parked there, including across his driveway and sometimes on the footway which creates problems for pedestrians.

9. The Highways Team response to the points raised in 8 above are as follows:-
- a) The proposed waiting restrictions cover relatively short lengths of road where on-street parking should not take place. The numbers of parked vehicles likely to be transferred on adjacent lengths of road would be minimal.
 - b) The length of road outside the objector's home is one-way with half of the width of the road marked with white hatching. This might dissuade some drivers parking there, but some may see it as a safe place to leave their vehicle. A H-bar marking could be provided to help keep the driveway clear, but might be masked somewhat by the hatched markings.

It is recommended that the published restrictions be implemented as published and H-bar markings be installed across the driveways of adjacent properties.

10. Sampshill Road, Westoning

The proposal is to install two round topped road humps in Sampshill Road, which is a residential street.

Two objections and one further representation have been received. A copy of the correspondence is included in Appendix A. The main points raised are summarised below:-

- a) The road humps are not required since most of the time, parked cars naturally slow traffic. Scarce Council resources should not be used for this work.
- b) Two road humps is not sufficient and a further two should be installed to properly address the speeding issue.

11. The Highways Team response to the points raised in 10 above are as follows:-

- a) It is a fact that parked cars can be effective in slowing traffic, but obviously not at times when there are few cars parked there. There is not a history of collision accidents, but it is seen as a local anxiety site that Westoning Parish Council considers to be a high priority for action. The road humps will bring about a reduction in vehicle speeds which is clearly desirable in a residential street.
- b) It is felt that the two proposed humps offer a reasonable compromise between slowing traffic to acceptable levels whilst not creating an undue hindrance to drivers. Finance is also a factor when taking account of the fact that the work is being part-funded by the Parish Council.

It is recommended that the published restrictions be implemented as published.

12. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to any of the proposals.

Conclusion

13. It is recommended that the proposals be implemented as published. If the scheme is approved the works are expected to take place during the current financial year.

Appendices:

Appendix A – Public Notice, Drawing and Representation relating to Proposed Waiting Restrictions in Queen Street, Ampthill

Appendix B – Public Notice, Drawing and Representations relating to Proposed Waiting Restrictions in Russell Drive, Ampthill

Appendix C – Public Notice, Drawing and Representation relating to Proposed Waiting Restrictions in George Street, Maulden

Appendix D - Public Notice, Drawing and Representations relating to Proposed Road Humps in Sampshill Road, Westoning

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN VARIOUS ROADS IN AMPHILL

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. The restrictions are intended to address the indiscriminate parking that takes place at these locations.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Ampthill:-

1. Saunders Piece, both sides, from a point in line with the rear wall of no.1 Chiltern Close extending in a westerly direction for approximately 55 metres.
2. Chiltern Close, both sides, from its junction with Saunders Piece extending in a northerly direction to a point in line with the south flank wall of no.1 Chiltern Close.
3. Queens Road, west side, from its junction with Saunders Piece extending in a southerly direction to a point approximately 8 metres north-west of the boundary of nos.45 and 47 Queens Road.
4. Queens Road, east side, from its junction with Saunders Piece extending in a southerly direction to a point in line with the north flank wall of no.51 Queens Road.

Further Details may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Objections: should be sent in writing to Transportation Manager, Central 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 21 April 2014.

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

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 March 2014

Dear sir/madam,

I am writing to you about the "proposed no waiting at any time" around russell school.

We "Myself and my mother" have lived at number [] queens road for 59 years. I understand that at certain times in the morning and afternoon the parents of the children who go to russell school park irresponsibly and have no regards for the law, high way code or others.

I myself, after coming home from work have had problems driving to my house let alone trying to park outside my house and a number of times I have had to ask parents not to park over my drive (Highway Code paragraph 243 requests that motorists "DO NOT PARK in front of an entrance to a property)
So I understand why you think that adding double yellow lines is a good idea!

But I really don't think you have thought this through.

First of all, where do I and my mother park our cars? I don't believe you release that even though our address is [] queens road, for the last 59 years we have always used our side door which is on Saunder Piece. Plus we and visitors to our house (two are in their mid 80's) park outside our side door (saunder piece). So where can we park?

Second of all, the problem of irresponsible parents is only twice a day, for half an hour and only during term time. After that it is back to normal. But the double yellow lines are there all the time. So you are stopping myself and my mother from parking outside our house for something that happens for an hour a day, 5 days a week and only during term time? But the people that cause this problem still get to park outside there houses when they get home?

Third of all, what makes you think double yellow line are going to solve the problem?

I mean they already break the law (high way code 243 states:-

>Do not stop or park near a school entrance

>Anywhere you would prevent access for Emergency Services

>Opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space

>Where the kerb has been lowered to help wheelchair users and powered mobility vehicles

>In front of an entrance to a property

>On a bend)

and even if you get your yellow car to drive down and patrol the area I bet it won't come down at the right times and end up catching the residents who live there which do not cause the problem.

All you are going to do is move the problem further down the road and then we will be back to one square.

Before you go to the extreme of double yellow lines. Have you spoken to the school?

I mean, it is the parents of the children that go to the school that cause the problem.

Why don't you suggest that an letter should be sent out to all the Parents explaining that their irresponsible parking is causing problems with traffic flow and residents unable to park outside they property.

I mean, pubs do something similar by asking patrons to leave the property quietly so not to disturb residents.

Plus why are the parents picking the children up in cars? I mean the children must live within a mile of the school, surly they could walk? What did they do in the old days before cars was so plentiful?

Or how about parking permits? This means that residents can still park outside our houses like we have always done for the last 6 deacades. Plus residents would have more rights to stop people parking outside their houses and blocking traffic flow. And with persistent offenders we can pass their number plate details on to you and let you send them parking notices. basically we would be doing the work for you for free.

Or how about no parking between certain times?

Or how about if the school opens up the gates on saunders piece and allowing parents to park there?

I really hope we can come to some agreement

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN VARIOUS ROADS IN AMPHILL

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. The restrictions are intended to address the indiscriminate parking that takes place at these locations.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Ampthill:-

1. Russell Drive, both sides, from a point approximately 4 metres west of the boundary of nos.34 and 36 Russell Drive extending in a generally south-westerly direction to a point in line with the boundary of nos.46 and 48 Russell Drive.

Further Details may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Objections: should be sent in writing to Transportation Manager, Central 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 21 April 2014.

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

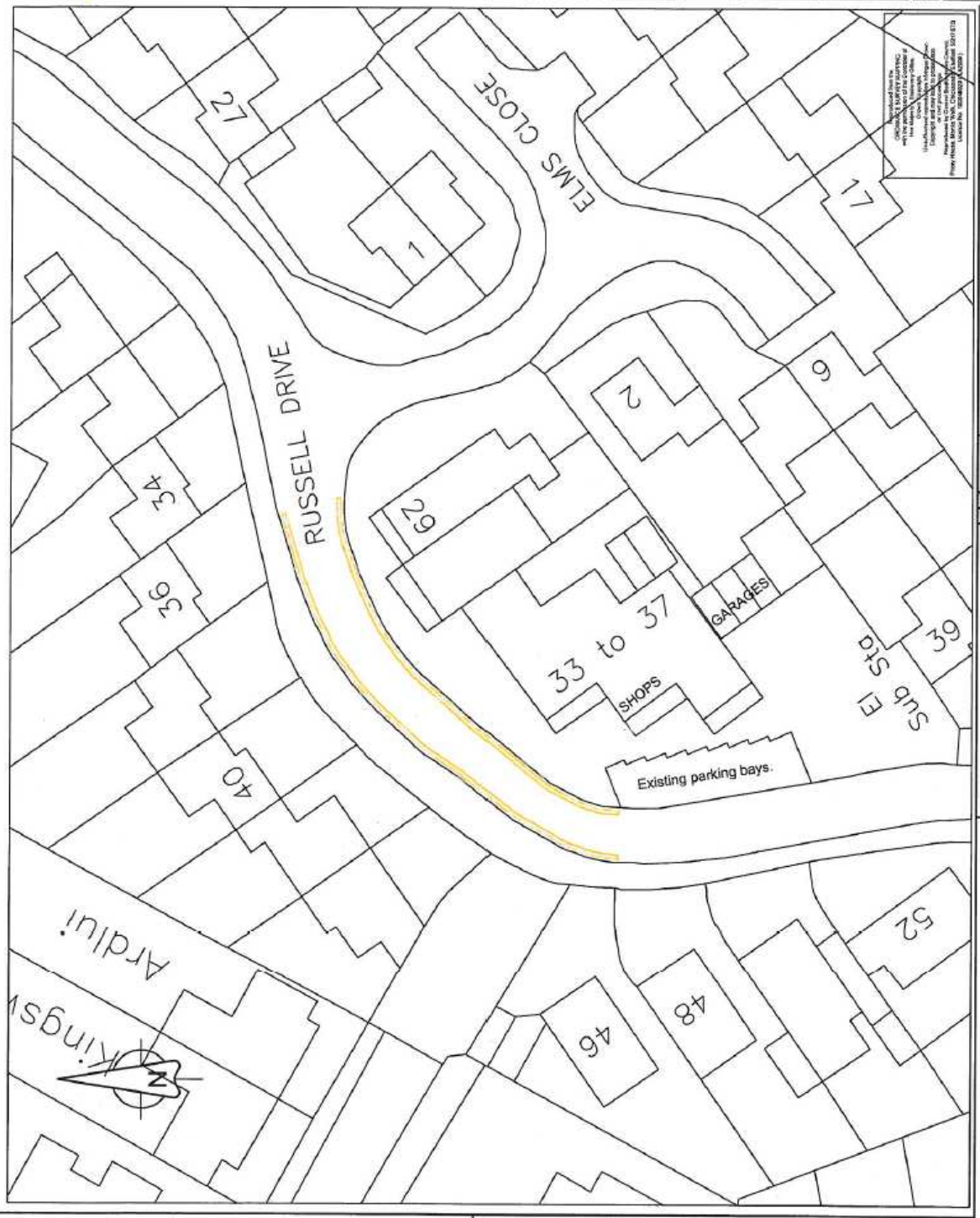
Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 March 2014

NOTES

 No waiting at any time



Rev#	Revision details	Check	Appr	Date
Drawn: GT	Initial			
Design: GT	For comment			
Check: GB	For tender			
Appr: NC	For construction			
Date: 27 March 2014	As constructed			
	Other			

www.amey.co.uk

Project Name
Rural Match Fund -
Ampt Hill, Russell Drive

Drawing Title
No waiting at Any time
restrictions

Original Drawing No.: AD
Drawing No.: m
Scale: Not to Scale
Copyright: © Amey

Drawing No: BH1707508/001/006
Rev

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Drawing No: BH1707508/001/006
Rev

I have had a business at xx Russell Drive now for 17years. During the whole of this period there have been no accidents or incidents to pedestrians or vehicles due to parked cars along this stretch of road. It must be pointed out that many drivers do drive at high speeds round the bends in Russell Drive and that the parked cars mean that they slow down as soon as they come to the shops. It could be said that the parked cars on that part of Russell Drive actually help to prevent accidents from happening as the cars driving along the road have to slow down and pull over. One could therefore state that the number of incidents involving vehicles would increase if this is introduced. Speed bumps would be more effective.

The pavement outside the shops is very wide and could be reduced to allow parking. Parking spaces could therefore be provided for cars outside the end shops (Amptill Beauty Rooms and Pressed 4Time).

On a person level my business will suffer considerably. I have number of elderly clients, of which some are residents of the Cheshire Homes and who do have disabilities, that are dropped off and picked up from outside the shop, many of whom would find it difficult to come here if double yellow lines were outside. Many of my regular clients will also find it difficult to park and then walk to the shop. No Waiting will cause a great deal of inconvenience. Perhaps a single line could be considered instead. This would also help with deliveries.

It must also be noted that each of the shops has a 2 bedroomed flat above, most of which are occupied. The parking behind the shops is very limited and this will cause a problem because Pressed 4Time propose to put their van in that area which will create considerable difficulties to residents, staff and clients alike.

I have staff and the number of parking options will also be a problem as the access to the back of the shops is not big enough to accommodate all of us and our clients plus the flat residents.

I am writing to you as I would like to say I fully approve of the above proposal. As a resident I feel that the above proposal would be a huge benefit to the residents near by but fear that the shops will oppose. But can I point out as regards to parking there are plenty of parking facilities:-

To the side of the shops
Behind the shops and
Physio have their own parking.

The main problem is that the customers cannot be bothered to park in these areas and much rather park on the road, which causes huge dangers to road users/ residents who are trying to get in and out of their drives and members of the public. By parking on the road by the shops it causes blind spots and often you will get vehicles coming around the bend particularly the one near the laundry very fast often causing other vehicles to go on the path, causing near misses and confrontations. People have no respect for the local residents who have to put up with this and live here. (May I suggest that perhaps the shops stipulate that there are parking facilities in the above areas and these must be used).

I would also like to know how this No waiting at Any time is going to be policed? and will we be advised if this proposal is accepted.

PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING
AT ANY TIME AT THE JUNCTION OF GEORGE STREET AND AMPHILL ROAD,
MAULDEN**

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. The restrictions are intended to address the indiscriminate parking that takes place at this location primarily associated with the nearby shop.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Maulden:-

1. George Street, east and south sides, from a point in line with the south-west kerbline of Amphill Road extending in a northerly then north-easterly direction to a point approximately 4 metres west of the east flank wall of no.116 George Street.
2. George Street, west side, from a point in line with the south-west kerbline of Amphill Road extending in a north-easterly then northerly direction for a distance of approximately 15 metres.

Further Details may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Objections: should be sent in writing to Transportation Manager, Central 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 21 April 2014.

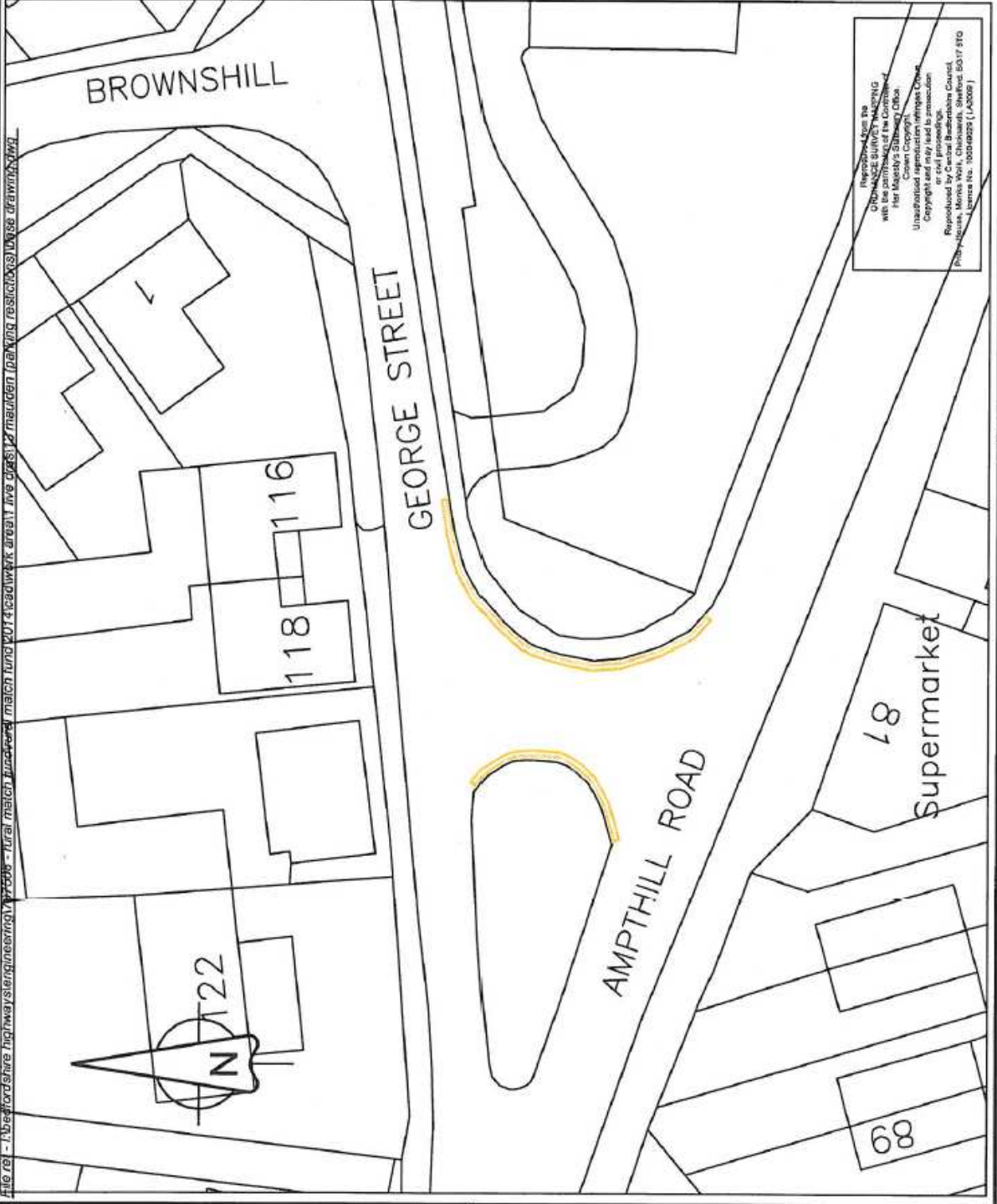
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Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 March 2014

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 No waiting at any time

A	DYL restriction	Chkd	Appd	Date
Rev	Revision details			
Drawn: GT				Preliminary
Design: GT				For comment
Chkd: GB				For tender
Appd: NC				For construction
Date: 27 March 2014				As constructed
				Other



Client:
 Project Name
**Rural Match Fund -
 Maulden, Amphill Road
 George Street**

Drawing Title
No waiting at any time

Original Dwg Size : A4
 Scale : Not to scale
 Dimensions : -
 Copyright © Amey

Drawing No
BH/707508/002/013
 Rev
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Thank you for your reply.

I would therefore wish to make an objection to the plans in their current state, based on the reasons originally stated below, and more specifically the migration of the problem to the area on the one way stretch of George Street and the further risk to the safe access and egress from my property, plus the increased risk to pedestrian safety from the increased traffic movements and parking within the white chevroned areas.

I wish to make the following comments regarding the above notice:

1. Yellow lines are only a deterrent if the meaning of them is actually enforced - will this happen at all times - evenings, weekends, early mornings, when traffic is heaviest and risk is greater ? Or will it only be monitored on an ad hoc basis which people soon learn to ignore ?

2. I am concerned that having the stretch of no waiting introduced (assuming people take notice of it) will push more people to park outside my house (xxx George Street), where we already have a regular problem of people parking across my drive entrance and blocking it while they use the shop. There are already solid chevron lines along this 1 way stretch of George Street - which I understand means vehicles should not enter (?) - which are 100% ignored and used as parking bays for the shop, every minute of every day of the opening hours (07:00 to 22:00).

There is also no footpath here, so cars parked inconsiderately can sometimes force pedestrians, pushchairs, etc into the road.

3. There are an increasing number of incidences of people driving the wrong way down this 1 way part of the road after visiting the shop, as they find it easier than turning around some where more appropriate. Combined with the cars which park blocking / near blocking my drive, this is a serious hazard, which has already given me and my family several near misses as we try to leave and enter my property. Ditto for the pedestrians who are sometimes forced into the road by parked cars, whom are not always looking for vehicles approaching from the wrong direction.

Given the above points, I therefore request that you consider the full area which is impacted by the huge traffic flow generated by the shop, and the knock on effect of adding yellow lines to only a limited area. The problem is much greater and needs a more radical solution than a few litres of paint.

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED ROUND TOP ROAD HUMPS – SAMPSHILL ROAD, WESTONING

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct round top road humps in Sampshill Road, Westoning. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users.

Round Top Road Humps at a nominal height of 75mm, extending across the full width of the road, are proposed to be sited at the following locations in Westoning:-

1. Sampshill Road, from a point approximately 25 metres north-west of its junction with Newlands Road.
2. Sampshill Road, from a point approximately 50 metres south-east of its junction with Newlands Road.

Further Details a drawing may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 21 April 2014.

Priory House
Monks Walk
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 March 2014

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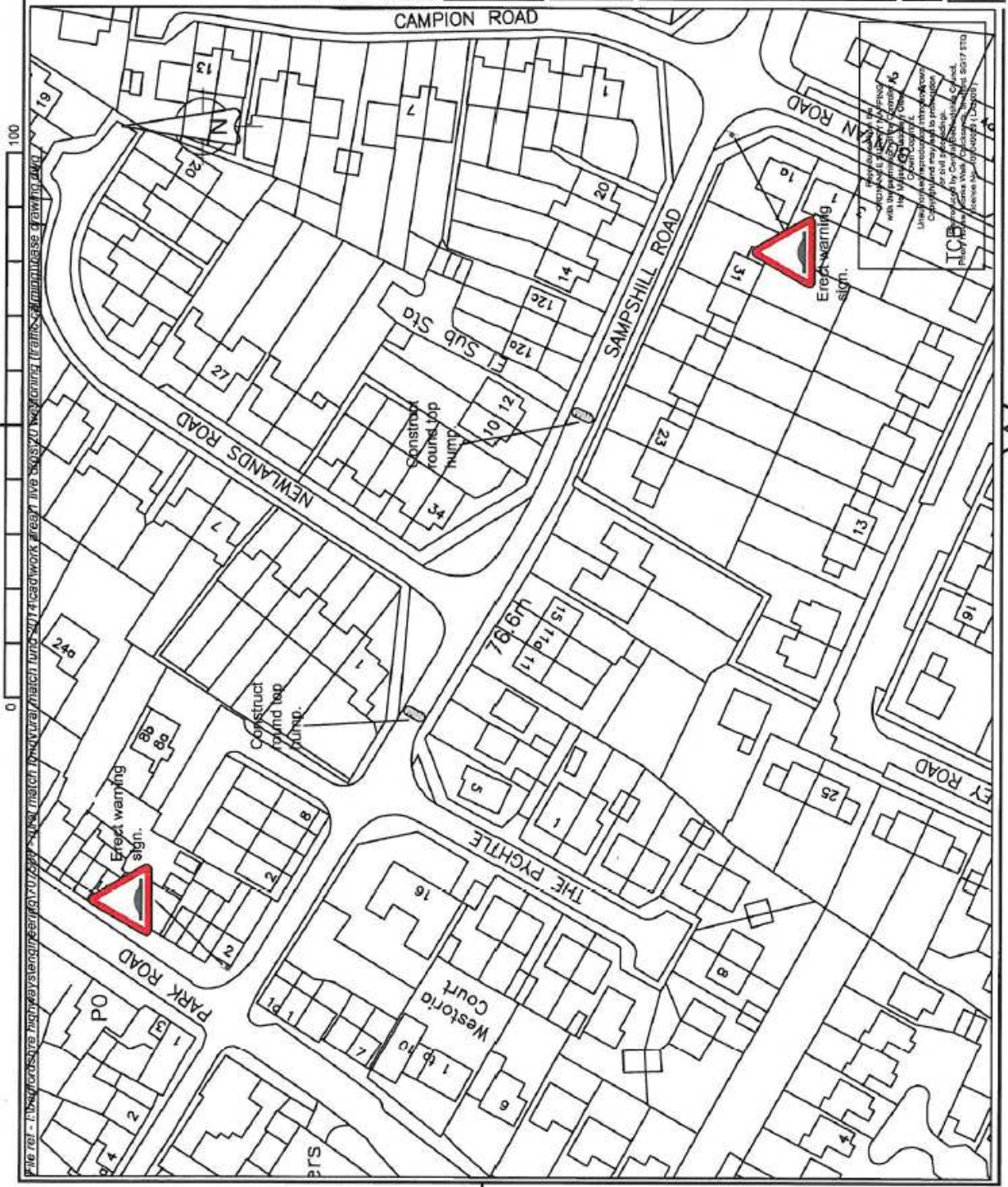
Rev	Revision details	Chkd	Appd	Date
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	Chkd: GB			For tender
	Appd: NC			For construction
	Date: 27 March 2014			As constructed
				Other



Project Name
**Rural Match Fund -
 Westoning, Sampshill
 Road**

Drawing Title
**Proposed round top
 humps.**

Original Drg Size : A4	Dimensions : -
Scale : Not to scale	Copyright © Amey
Drawing No	Rev
BH/707508/019/02	



I use this stretch of Sampshill Road to get to and from my home where I have lived for over ten years. This proposal appears to be a waste of time and, more especially, money which is desperately needed elsewhere.

It's a waste of time because cars parked alternately on either side of that stretch of this dead-end side road limit the possible speed to 15-20mph anyway. Having to zig-zag between them while stopping for oncoming traffic negates any point of speed humps. The only time it is possible to exceed 20mph, let alone the legal speed limit, is during office hours when nobody is home and traffic is heading to the garage beyond the railway bridge.

It's a waste of unexpectedly-available money that could and should instead be spent on (1) the many dangerous deep potholes between Westoning and Ridgmont (2) white-lining the road between Junction 13 and Salford - a uniquely-dangerous failure on such a fast busy road with blind bends and summits (3) the blocked drains that floodwater just forms puddles over e.g. the one in the entrance to the alley next to 42 Spensley Road, etc, etc.

Moreover, having wasted thousands by changing the priority of the junction for Pulloxhill on the Greenfield Road, a move that immediately appeared to be obvious madness to everyone and predictably caused road traffic accidents, only to waste even more by returning it to how it was originally, one would have hoped to have seen an end to these arbitrary and random notions.

Thank you for your reply and confirming the locations of these road humps, but I do still wish to object to these being placed.

These type of traffic calming measures create a noise factor with them which at present there is not, of vehicles going over them this noise is not just caused by vehicles going over them faster than they should but also at the correct speed.

There has also been no justification of these items and during the present economic climate. I feel that both Bedfordshire Council and Westoning Parish Council should be justifying the cost of these when there does not appear to be any valid reason to them.

Although in principal I am not against the installing of these road humps one of the chosen locations is to be sited at the entrance/exit to my off road parking, between xx and xx Sampshill Road, and to this I must object as this will cause problems accessing the off road parking. This also defeats the object of having a lowered kerb to access this area by.

I may be wrong but I thought the idea of road humps was to slow traffic in areas of a high traffic flow and in areas of high accident rates, the road speed is 30MPH and you can barely reach above 20MPH before you reach the junction of Bunyan Road and Sampshill Road due to vehicles parked on both sides of the road and in regards to being an area of an high accident rate, to my knowledge during the last 15 years I have lived here there have been none. So the only conclusion that is available to me during these times of economic cuts and austerity is that Central Bedfordshire Council do have a great deal of money with which to waste on pointless things.

I am writing with Reference to the proposed speed humps in Sampshill Rd, Westoning, and would beg the question of why only two? There should be at least four. The two that have been proposed are fine but that will not stop the problem we have with the "Sales" car that are stored at the old Dairy at the top of Sampshill Rd, And the Youngsters that seem to accumulate on the other side of the bridge form coming down the hill at what ever speed they seem to fancy regardless of the 30 speed zone. I propose that there should be Two more humps , One placed on the village side of the Bridge, and another at west side of Campion Rd and Bunyan Rd. I have lived on Sampshill Rd for 20 years and there has always been a problem with speeding cars on this road and this can not come soon enough for me.