
Meeting: Traffic Management Meeting

Date: 2 July 2014

Subject: Stotfold Town Centre Improvements – Consider objections to published proposals

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of traffic calming measures, speed limits, waiting restrictions and one-way traffic order.

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

Public/Exempt: Public

Wards Affected: Stotfold

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

1. Enhancing your local community. The proposal will improve road safety by lowering traffic speeds and tackling indiscriminate on-street parking, making cycling and walking more attractive.
2. Promote health and wellbeing and protect the vulnerable. The enhancement scheme will create a more appealing environment which should increase the commercial viability of local businesses.

Financial:

These works are being funded through section 106 contributions related to residential developments on land south of Stotfold.

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 proposals will improve road safety particularly for vulnerable road users.

Sustainability:

None from this report.

RECOMMENDATION(S):

- 1. That the proposed Pedestrian Crossings and Raised Tables be implemented as published.**
- 2. That the proposed 20mph Speed Limit be implemented as published.**
- 3. That the proposed 30mph Speed Limit be implemented as published, but that an additional proposal to extend the Speed Limit to cover the residential premises in Wrayfields be published.**
- 4. That the proposed One-way Traffic Order in Brook Street be implemented as published.**
- 5. That the proposed waiting restrictions be implemented as published, with very minor changes and H bars provided to address localised concerns.**

Background Information

1. Recent residential developments in Stotfold have resulted in significant sums of money being brought forward through the Section 106 Planning process for highway improvements. Residential development south of Stotfold has provided most of this funding. The Council's Section 106 obligations include provision of a pedestrian crossing in the town centre, enhancing opportunities for walking and cycling, the upgrading of cycleway and footway facilities in Hitchin Road and Brook Street and traffic calming works.
2. To minimise disruption for residents the Council will also be taking the opportunity to complete additional maintenance works whilst traffic management is in place, including upgrading street lights, clearing drains and resurfacing.
3. The scheme proposals have evolved over time through a series of meetings and presentations involving Stotfold Town Council, CBC Members and Executive Members. During this time the various stakeholders prioritised their objectives and made comments on the scheme proposals.

Scheme Proposal

4. Public exhibitions were held in Stotfold Town Council's offices on 28 February and 1 March 2014. A leaflet inviting people to attend was hand delivered to all households in Stotfold. It is estimated that approximately 400-500 people attended over the two days.
5. Further comments have been received from residents and as a result the walking and cycling elements of the scheme have been reduced in impact in favour of more general improvements to the environment and infrastructure in Stotfold
6. A series of highways improvements have been designed throughout Stotfold to:
 - enhance the condition of the main driving routes into Stotfold
 - provide more accessible routes to the town for pedestrians and cyclists, including a new pedestrian crossing in the High Street
 - improve the Arlesey Road, Regent Street, High Street and Hitchin Road junction
 - upgrade street lighting throughout the town
 - improve highways drainage
 - improve the condition of the footpath and resurface the road at various locations throughout the town
 - widen the scope of the 20mph speed limit across the town
 - introduce a one-way system on Brook Street.
7. Some of these proposals require the publication of statutory notices and specific consultation. It is the objections and other representations received in response to the publication of these scheme elements that are the subject of this report.
8. The proposals were advertised by public notice in May 2014. Consultations were carried out with the emergency services and other statutory bodies, Stotfold Town Council and the relevant Elected Members. Households were not individually consulted at that stage, but given the high turnout at the public exhibition it was felt that there was already significant public awareness of the scheme. Public notices were displayed on street throughout the town.
9. The total number of representations received was 36, which represents a very small proportion of the population of Stotfold which is approximately 7,600.

Statutory Representations and Responses

20mph Speed Limit on Stotfold Town Centre

10. A total of 12 representations have been received, 10 of which are clear objections. Copies of all correspondence are included in Appendix C. The main points raised by the objectors are summarised below:-
 - a. The 20mph speed limit would be ignored by many and lead to poor driving behaviour and attitude.

- b. Many have said that a 20mph limit would be reasonable near to schools and perhaps near the shops, but should not cover such a wide area.
 - c. There is not a significant accident history to support the imposition of a lower speed limit.
 - d. The limit will not be properly enforced.
 - e. Physical speed-reducing measures would be better.
11. The Highways Team response to the points raised in paragraph 10 above are as follows:-
The proposal is in line with the Council's policy of introducing 20mph speed limits in residential areas. It is accepted that a 20mph speed limit might not achieve a high level of compliance immediately. However, there is a general trend towards introducing lower speed limits in built-up areas and this has been supported by Regulations and advice published by Central Government. It is anticipated that as more 20mph speed limits are introduced, drivers will begin to see 20mph as the default speed in towns and villages and compliance will improve. This in turn should lower driver frustration and reduce incidents of poor behaviour.

Generally speaking, 20mph speed limits should be self-enforcing, to reduce the calls on police for enforcement. This would be the case in most of the residential streets in Stotfold due to the width and alignment of them and the level of on-street parking. Where this is not the case, such as in High Street and Hitchin Road, some targeted physical traffic calming measures are proposed.

According to traffic collision data, during period five years period of 01/01/2007 – 31/12/2012 there have been 68 injury collisions recorded in Stotfold. Among them there were 11 serious and 57 slight injury collisions.

30mph Speed Limit on Mill Lane, Malthouse Lane and Wrayfields

12. A total of 8 representations have been received, only 2 of which are objecting to the published proposal. The remainder either wish to see a lower speed limit or for it to cover a longer length of road. Copies of all correspondence are included in Appendix D. The main points raised by the objectors are summarised below:-
- a. There is no need for a lower speed limit in these roads.
 - b. Mill Lane and/or Malthouse Lane should have 20mph speed limits, not 30mph limits as published.
 - c. The speed limit in Wrayfields should be extended to cover all of the residential premises in the road or the full length to the A1 junction.
13. The Highways Team response to the points raised in paragraph 12 above are as follows:-
Mill Lane and Malthouse Lane are very sparsely developed, but the width and alignment of them tends to naturally reduce vehicle speeds, so compliance with a 30mph limit should be reasonable. 20mph speed limits are more commonly associated with built-up areas, so would not be appropriate for these roads. An extension of the 30mph speed limit to cover all of the residential premises in Wrayfields is reasonable and it is the intention to amend the proposal

to extend the 30mph speed limit to cover this length of road. It is felt that a 30mph limit over the remaining length up to the A1 junction could not be justified.

One-way Traffic Order – Brook Street

14. One objection has been received. A copy of the correspondence is included in Appendix E. The objector is concerned that it will create a bottleneck and more vehicular conflict between Hitchin Road and Coppice Mead because the one-way order will force more traffic to travel westwards. This will be exacerbated when matches are being played at the nearby bowls and football clubs
15. The Highways Team response to the points raised in paragraph 14 above are as follows:- Drivers have used Brook Street as a short cut, mainly to avoid the traffic lights at the High Street, for many years. There is an existing prohibition of motor vehicles covering the whole length of Brook Street. Observations indicate that public understanding and compliance with the prohibition is low, so as part of the wider town centre scheme we have been looking for a better solution. Experience suggests that one-way systems and the signs associated with them are more readily understood by drivers and are more likely to be obeyed. The one-way idea has been considered by all of the partners involved with the town centre scheme and is being pursued alongside the other measures. It is felt that the proposed one-way system will lead to an overall reduction in volume of traffic in Brook Street, so the difficulties described are not expected to occur.

Waiting Restrictions – Regent Street and Church Road

16. A total of 8 representations have been received, 5 of which are clear objections. Copies of all correspondence are included in Appendix E. The main points raised by the objectors are summarised below:-
 - a. The restrictions will remove valuable parking for residents and businesses.
 - b. Removing parked cars will increase traffic speeds.
 - c. The proposed parking bay will make the footway too narrow.
 - d. The restrictions should be operational during the day time only.
 - e. The restrictions should be shortened in length.
 - f. The yellow lines need to be extended further into Church Road to cover vehicle accesses.
17. The Highways Team response to the points raised in paragraph 16 above are as follows:- On-street parking at the junction of Regent Street and Church Road has been a concern for some time. The junctions and alignment of the road restrict forward visibility and create vehicular conflict. To reduce the impact of the proposed parking restrictions a constructed parking bay will be provided near to the shops, utilising some of the footway, which will accommodate about 5 parked vehicles. This means that there will be a net loss of only 3 or 4 safe parking spaces. The extent of the restrictions has been kept to a safe minimum and it is

felt that they should apply at all times as they cover junctions. Some minor adjustments to the yellow lines and/or H bar markings can be provided to address residents' concerns about obstructive parking.

Waiting Restrictions – Various Locations

18. A further 7 representations have been received relating to various locations and aspects of the proposed waiting restrictions. Copies of all correspondence are included in Appendix E. The main points raised by the objectors are summarised below:-
 - a. The proposed restrictions at some locations are either unnecessary, excessive and/or will not be properly enforced.
 - b. The restrictions will lead to a migration of the parking issues to other roads.
 - c. Verges should be converted to provide additional parking capacity.
 - d. The implementation of restrictions will increase vehicle speeds.
 - e. The restrictions should be extended in Grange Drive.
19. The Highways Team response to the points raised in paragraph 18 above are as follows:- The proposals have been designed to ensure that junctions and other safety critical lengths of road are kept clear of parked vehicles, but not to be unduly restrictive on residents and businesses. Therefore, any migration of parking to adjacent roads should be minimal. Where long lengths of double yellow lines are introduced it can result in increased speeds. However, in most case the lines cover a relatively short length of roads, which is unlikely to produce significantly higher speeds.
20. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

Conclusion

21. It is recommended that the proposals included within this report be implemented as published. Some minor adjustments would be possible to address local concerns and issues.
22. The main scheme is due to commence on site on the 7th July. Subject to approval these items will be implemented within the 16 week duration of the contract.

Appendices:

Appendix A – Public Notices of Proposals

- Pedestrian Crossings and Raised Tables
- 20mph Speed Limit
- 30mph Speed Limit
- Brook Street one-way traffic
- Waiting Restrictions

Appendix B – Drawings of Proposals

Appendix C – Representations on Speed Limits

Appendix D – Representations on One-way Traffic Order

Appendix E – Representations on Waiting Restrictions



PUBLIC NOTICE

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED PEDESTRIAN CROSSINGS – HIGH STREET, STOTFOLD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish a pedestrian crossing, including its associated zig-zag markings, in High Street, Stotfold. These works are part of a wider town centre improvement scheme.

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

1. High Street, at a point approximately 13 metres south-east of its junction with Brook Street. The proposed zebra crossing would replace the existing signalised crossing near to this location.
2. High Street, at a point approximately 15 metres east of its junction with Grange Drive.

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – HIGH STREET, STOTFOLD

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 raised tables at various locations in Stotfold. These works are part of a wider town centre improvement scheme.

Raised Junction Tables, incorporating zebra crossings, at a nominal height of 75mm and extending across the full width of the road are proposed to be sited at the following locations in Stotfold:-

1. High Street, at its junction with Brook Street and The Avenue, covering a length of approximately 39 metres on High Street, extending approximately 4 metres into Brook Street and approximately 6 metres into The Avenue.
2. High Street, immediately east of its junction with Grange Drive, covering a length of approximately 38 metres.

A Raised Junction Table at a nominal height of 75mm and extending across the full width of the road is proposed to be sited at the following location in Stotfold:-

1. Queen Street, from High Street extending approximately 18 metres into Queen Street.

A Raised Table at a nominal height of 75mm and extending across the full width of the road is proposed to be sited at the following location in Stotfold:-

1. Hitchin Road, at a point approximately 49 metres south-west of its junction with Waters End covering a length of approximately 9 metres.

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 Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 2 June 2014.

Priory House
Monks Walk
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

9 May 2013

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ON VARIOUS ROADS IN STOTFOLD

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph Speed Limit is intended to reduce the speed of vehicles in these roads and improve safety for all road users. This will also improve the quality of the environment and will help promote walking and cycling.

Effect of the Order

To introduce a 20mph Speed Limit on the following roads in Stotfold:-

Alexander Road	Howard Close	Prince's Street
Arlesey Road (Hitchin Road to 167m west of Vaughan Road)	Hyde Avenue	Regent Court
Astwick Road (The Green to 69m north of Taylors Road)	Ivel Way	Regent Gardens
Baldock Road	Kingsway	Regent Street
Bamdell Close	Littlebury Close	Roe Close
Brayes Manor	Malthouse Lane (from The Green for 42 metres)	Rook Tree Lane
Brook Street	Marschfield	Queen Anne's Close
Castles Close	Meadow Way	Queen Street
Chapel Place	Melbourne Close	St Mary's Avenue
Chequers Close	Mill Close	St Olives
Church Road	Mill Lane (Queen Street/Rook Tree Lane for 298 metres)	Saxon Avenue
Common Road	Mowbray Crescent	Silverbirch Avenue
Coppice Mead	Mulberry Close	The Avenue
Dane Close	Murrel Lane	The Coppens
Francis Close	Netherstones	The Croft
Grange Drive	Norton Road (Baldock Road to 77m south of Murrel Lane)	The Green
Groveland Close	Oliver's Lane	The Mixes
Hallworth Drive	Pix Road	Trinity Road
Hazel Grove	Poplar Drive	Upperstone Close
Heron Way	Prince Andrew Drive	Vaughan Road
Highbush Road	Prince Charles Avenue	Waters End
High Street	Prince Edward Way	Whitecrofts
Hitchin Road (High Street to 12m north of Valerian Way)	Prince Harry Close	Wycklond Close
Home Close	Prince William Close	

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 2 June 2014.

Order Title: If made will be "Central Bedfordshire Council (20mph Speed Limit) (Various Roads in Stotfold) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

9 May 2014



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 30MPH SPEED LIMIT ON MALTHOUSE LANE, MILL LANE AND WRAYFIELDS, STOTFOLD

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 30mph Speed Limit is intended to reduce the speed of vehicles in these roads and improve safety for all road users. The proposed speed limit is intended to act as a "buffer" between the existing national speed limit and the 20mph speed limit planned for roads in the town centre.

Effect of the Order

To introduce a 30mph Speed Limit on the following roads in Stotfold:-

1. Malthouse Lane, from a point approximately 42 metres east of its junction with The Green extending in an easterly direction to its junction with Mill Lane/Wrayfields.
2. Mill Lane, from a point approximately 298 metres north-east from its junction with Rook Tree Lane/Queen Street extending in a northerly direction to its junction with Mill Lane/Wrayfields.
3. Wrayfields, from its junction with Malthouse Lane/Mill Lane extending in a north-easterly direction for approximately 32 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 2 June 2014.

Order Title: If made will be "Central Bedfordshire Council (30mph Speed Limit Zone) (Malthouse Lane, Mill Lane and Wrayfields, Stotfold) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

9 May 2014

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A ONE-WAY TRAFFIC ORDER IN BROOK STREET, STOTFOLD

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety and for preserving or improving the amenities of the area through which the road runs. The proposal will control traffic better than the existing prohibition of motor vehicles, which will be revoked if the proposed one-way working is implemented. Cyclists will be permitted to travel in both directions as Brook Street is seen as a useful route for cycles.

Effect of the Order

To introduce One-way Traffic, except pedal cycles, on the following roads in Stotfold:-

Brook Street From its junction with High Street to its junction with Coppice Mead - vehicles permitted to travel in that direction only.

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 2 June 2014.

Order Title: If made will be "Central Bedfordshire Council (One-way Traffic) (Brook Street, Stotfold) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

9 May 2014

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME, 4 HOUR LIMITED WAITING AND DISABLED PARKING SPACES IN VARIOUS ROADS IN STOTFOLD

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenities of the area through which the road runs. The No Waiting at any time restrictions are intended to keep junctions and other lengths of road clear of parked cars in the interests of road safety and to maintain traffic flows. The limited waiting would provide short term parking in the vicinity of the shops in the High Street. The disabled parking spaces would provide convenient parking for blue-badge holders.

Effect of the Order:

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

1. High Street, south side, from a point in line with the south-east flank wall of no.50 High Street extending in a generally easterly direction to a point approximately 6 metres east of the west flank wall of no.80 High Street.
2. High Street, north side, from a point approximately 13 metres south-east of the south-east flank wall of no.80 High Street extending in a south-easterly direction for approximately 42 metres.
3. Brook Street, north side, from its junction with High Street extending in a westerly direction to a point approximately 19 metres west of the boundary of nos.9 and 11 Brook Street.
4. Brook Street, south side, from the south-west kerblineline of High Street extending in a westerly direction for approximately 8 metres.
5. The Avenue, both sides, from the north-east kerblineline of High Street extending in a northerly direction for approximately 9 metres.
6. Grange Drive, both sides, from its junction with High Street extending in a southerly direction to a point approximately 1 metre south of the front wall of no.2 Grange Drive.
7. High Street, north side, from a point in line with the boundary of nos.90 and 92 High Street extending in a westerly direction for approximately 30 metres.
8. Church Road, both sides, from the north kerblineline of High Street extending in a northerly direction for approximately 15 metres.
9. High Street, north side, from a point approximately 18 metres east of the boundary of nos.109 and 111 High Street extending in an easterly direction for approximately 30 metres.
10. Queen Street, both sides, from its junction with High Street extending in a north-easterly direction to a point approximately 4 metres south-west of the boundary of nos.5 and 7 Queen Street.
11. Rook Tree Lane, north-east side, from a point in line with the boundary of no.2 Rook Tree Lane and no.77a The Green extending in a north-westerly direction for approximately 40 metres.
12. Rook Tree Lane, south-west side, from a point in line with the boundary of no.2 Rook Tree Lane and no.77a The Green extending in a south-easterly direction for approximately 38 metres.
13. The Green, both sides, from its junction with Rook Tree Lane extending in a north-easterly direction to a point approximately 7 metres south-west of the boundary of nos.77a and 77b The Green.
14. Rook Tree Lane, west side, from a point approximately 2 metres south of the boundary of nos.10 and 12 Rook Tree Lane extending in a southerly direction for approximately 47 metres.
15. Home Close, both sides, from the west kerblineline of Rook Tree Lane extending in a westerly direction for approximately 15 metres.
16. Rook Tree Lane, west side, from a point in line with the boundary of nos.23 and 25 Rook Tree Lane extending in a generally southerly direction to the boundary of nos.35 and 37 Rook Tree Lane.

17. Brayes Manor, both sides, from the west kerbline of Rook Tree Lane extending in a westerly direction for approximately 17 metres.
18. Rook Tree Close, both sides from the west kerbline of Rook Tree Lane extending in a westerly direction for approximately 17 metres.
19. Church Road, south side, from a point approximately 12 metres east of the boundary of nos.23 and 25 Church Road extending in an easterly direction for approximately 30 metres.
20. The Avenue, both sides, from the south kerbline of Church Road extending in a southerly direction for approximately 15 metres.
21. Church Road, south-west side, from a point approximately 1 metre west of the boundary of nos.53 and 55 Church Road extending in a south-easterly direction for approximately 30 metres.
22. Alexander Road, both sides, from the south kerbline of Church Road extending in a southerly direction for approximately 15 metres.
23. Church Road, south-west side, from a point in line with the boundary of nos.36 and 38 Church Road extending in a north-westerly direction for approximately 30 metres.
24. The Crofts, both sides, from the south-west kerbline of Church Road extending in a south-westerly direction for approximately 15 metres.
25. Regent Street, north-west side, from a point in line with the boundary of no.7 and 9 Regent Street extending in a north-easterly direction for approximately 5 metres.
26. Regent Street, south-east side from its junction with Meadow Way extending in an north-easterly direction to a point in line with the boundary of no.1a Meadow Way and no.2 Regent Street.
27. Meadow Way, north-east side, from the south-east kerbline of Regent Street extending in a south-easterly direction for approximately 4 metres.
28. Regent Street, north-west side, from a point in line with the boundary of nos.25 and 27 Regent Street extending in a north-easterly direction to a point approximately 3 metres south-west of the boundary of Crofton and no.33 Regent Street.
29. Regent Street, south-east side, from a point in line with the boundary of nos.25 and 27 Regent Street extending in a north-easterly direction for approximately 43 metres.
30. Regent Street, south-east side, from a point approximately 3 metres south-west of the boundary of Crofton and no.33 Regent Street extending in a south-westerly direction for approximately 11 metres.
31. Church Road, both sides, from its junction with Regent Street extending in an easterly direction to a point approximately 7 metres west of the boundary of nos.2 and 4 Church Road.
32. Whitecrofts, both sides, from the north-west kerbline of Regent Street extending in a north-westerly direction for approximately 15 metres.
33. Arlesey Road, north side, from a point approximately 4 metres west of the boundary of nos.12 and 12a Arlesey Road extending in a westerly direction for approximately 30 metres.
34. Arlesey Road, south side, from a point in line with the boundary of nos.23 and 27 Arlesey Road extending in a south-easterly direction for approximately 84 metres.
35. Vaughan Road, both sides, from the north kerbline of Arlesey Road extending in a northerly direction for approximately 15 metres.
36. Hitchin Road, north-west side, from a point approximately 7 metres north-east of the south-west flank wall of no.10a-18a Hitchin Road extending in a south-westerly direction for approximately 43 metres.
37. Hitchin Road, north-west side, from a point approximately 10 metres south-west of the boundary of nos.22 and 24 Hitchin Road extending in a south-westerly direction for approximately 45 metres.
38. Hitchin Road, south-east side, from a point approximately 4 metres south-west of the north-east flank wall of no.11a Hitchin Road extending in a south-westerly direction for approximately 40 metres.
39. Hitchin Road, south-east side, from a point approximately 9 metres south-west of the boundary of nos.29 and 31 Hitchin Road extending in a generally south-westerly direction to a point approximately 1 metre south of the boundary of nos.70 and 72 Hitchin Road.

40. St Olives, both sides, from the north-west kerbline of Hitchin Road extending in a north-westerly direction for approximately 12 metres.
41. Hallworth Drive, both sides, from the south-east kerbline of Hitchin Road extending in a south-easterly direction for approximately 10 metres.
42. Waters End, both sides, from the north-west kerbline of Hitchin Road extending in a north-westerly direction for approximately 7 metres.
43. Brook Street, north side, from its junction with Hitchin Road extending in an easterly direction to a point approximately 5 metres west of the west flank wall of no.54 Brook Street.
44. Brook Street, south side, from its junction with Hitchin Road extending in an easterly direction to a point approximately 5 metres west of the boundary of nos.49 and 53 Brook Street.
45. Hitchin Road, south-east side, from a point approximately 2 metres north-east of the south-west flank wall of no.83 Hitchin Road extending in a south-westerly direction for approximately 30 metres.
46. Pix Road, both sides, from the south-east kerbline of Hitchin Road extending in a south-easterly direction for approximately 15 metres.
47. Brook Street, south side, from a point in line with the west flank wall of no.47 Brook Street extending in an easterly direction for approximately 35 metres.
48. Coppice Mead, west side, from the south kerbline of Brook Street extending in a southerly direction for approximately 14 metres.
49. Coppice Mead, east side, from the south kerbline of Brook Street extending in a southerly direction for approximately 12 metres.

To introduce 4 hours Limited Waiting with No Return within 1 hour Monday to Friday 9am-6pm on the following lengths of road in Stotfold:-

1. High Street, north side, in the constructed parking area from a point in line with the boundary of nos.51 and 53 High Street extending in an easterly direction to a point in line with the boundary of nos.59 and 61 High Street.

To introduce Disabled Badge Holders Parking Spaces on the following lengths of road in Stotfold:-

1. High Street, north side, at the eastern end of the parking area adjacent to The Haven (parking space to be approximately 6 metres long x 3 metres wide marked perpendicular to the road)
2. High Street, north side, in the constructed parking area, from a point in line with the boundary of nos.59 and 61 High Street extending in an easterly direction to the end of the parking area.
3. Brook Street, south side, from a point in line with the east flank wall of no.3 Brook Street extending in a westerly direction for approximately 6 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 2 June 2014.

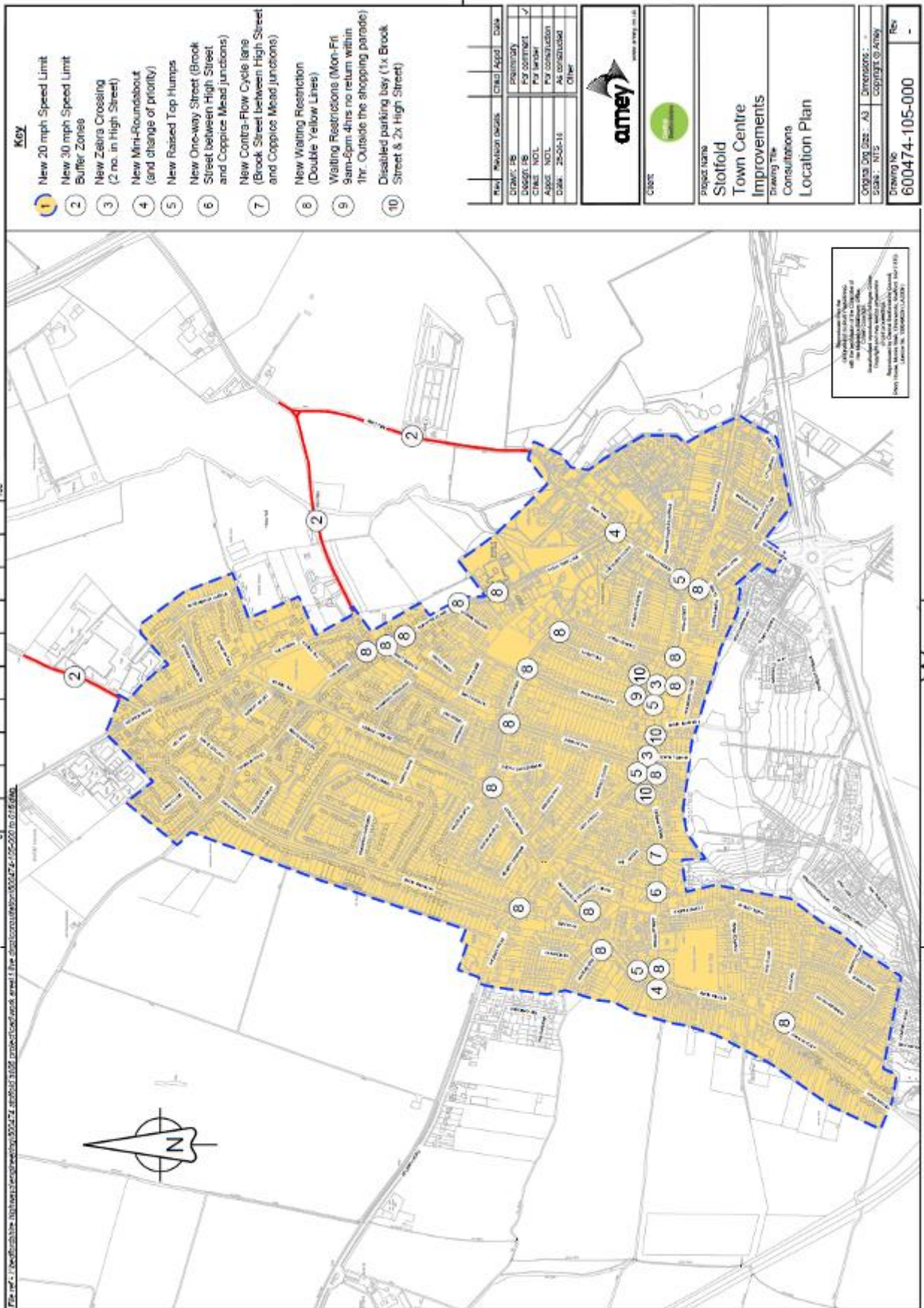
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

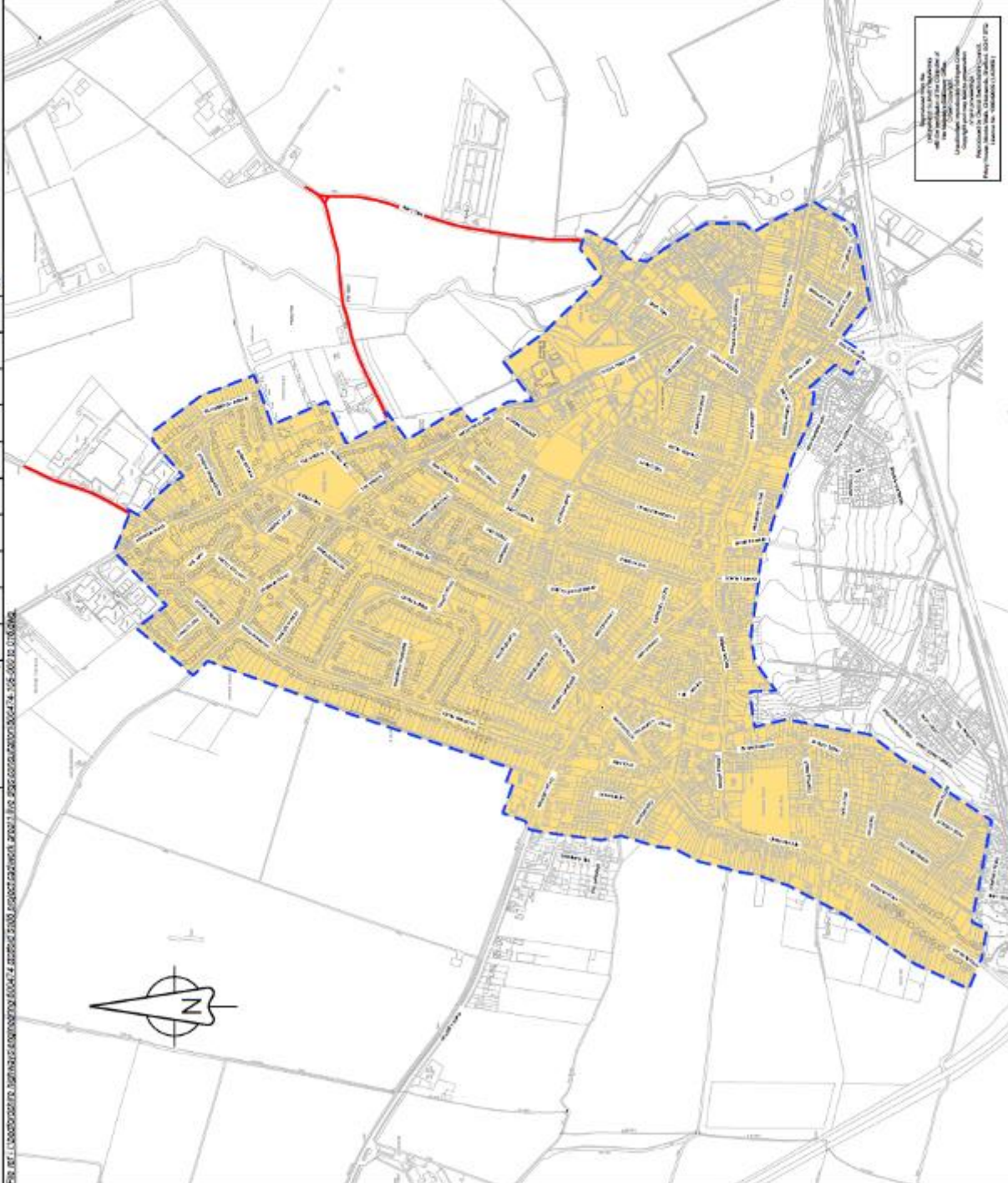
Central Bedfordshire Council
 Priory House
 Chicksands
 Shefford SG17 5TQ

Marcel Coiffait
 Director of Community Services

9 May 2014

Appendix B





KEY:

- New 20 mph Speed Limit
- New 30 mph Speed Limit (Buffer zone)

Notes:

- This drawing to be read in conjunction with drawing No. 600474-105-000

Rev	Revision Description	Chkd	App'd	Date

Drawn By	Shirley
Checked By	Phil
Checked By	Phil
Approved By	Phil
Date	26-04-18



Project Name
Stotfold Town Centre Improvements

Drawings Title
Consultations Proposed 20mph Speed Limit

Original City Size	A3	Dimensions	
Scale	1:100	Copyright	© Amey
Drawing No	600474-105-001		
Rev			

Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 600474-105-000 and 600474-105-003

A	Rev	Revision Description	Drawn By	Checked By	Date

Drawn By	Primary
Design By	For comment
Check By	For tender
Approved By	For construction
Date	20.04.14
Drawn No.	AE 000474-000
Checked No.	
Drawn	

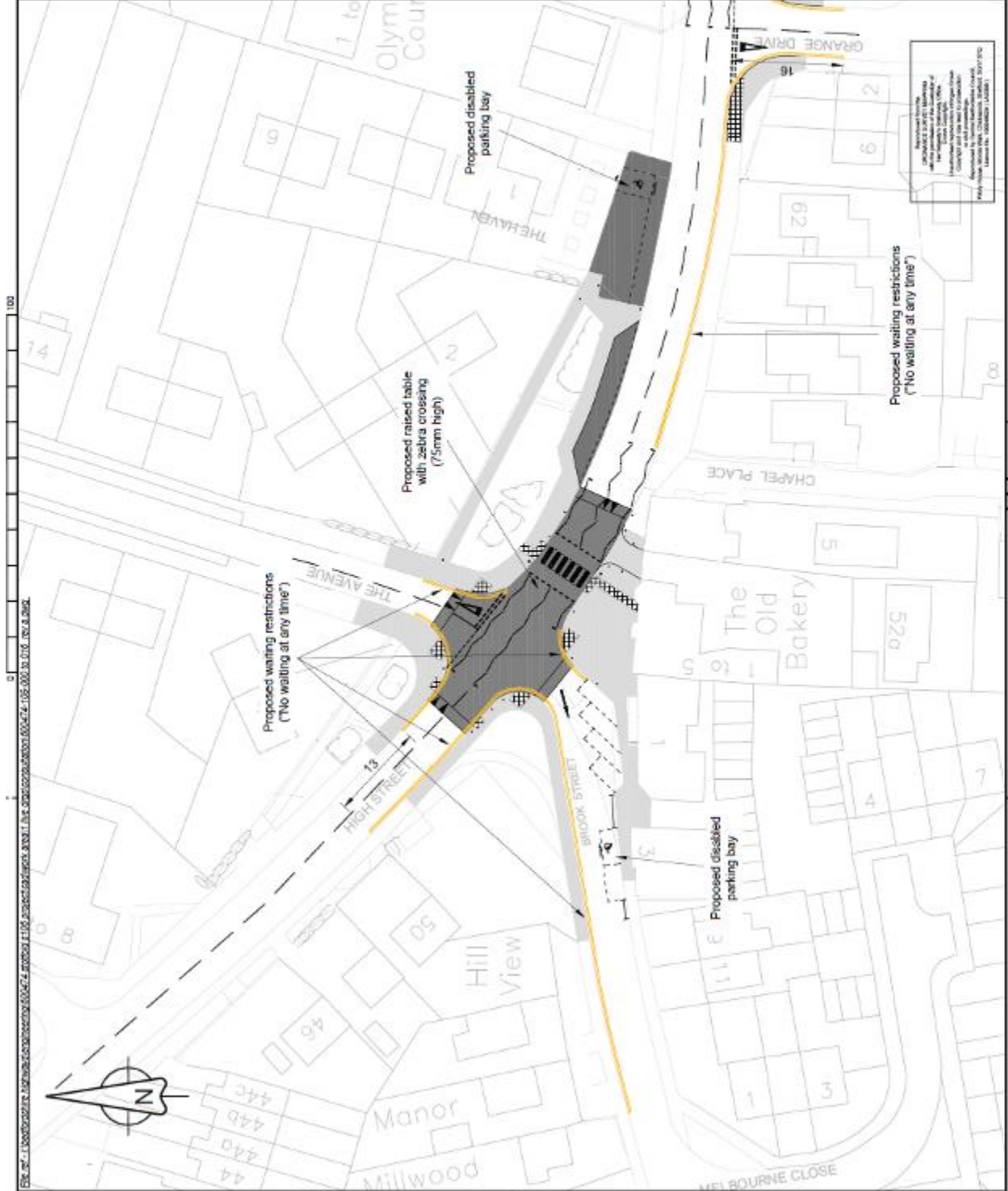


Client

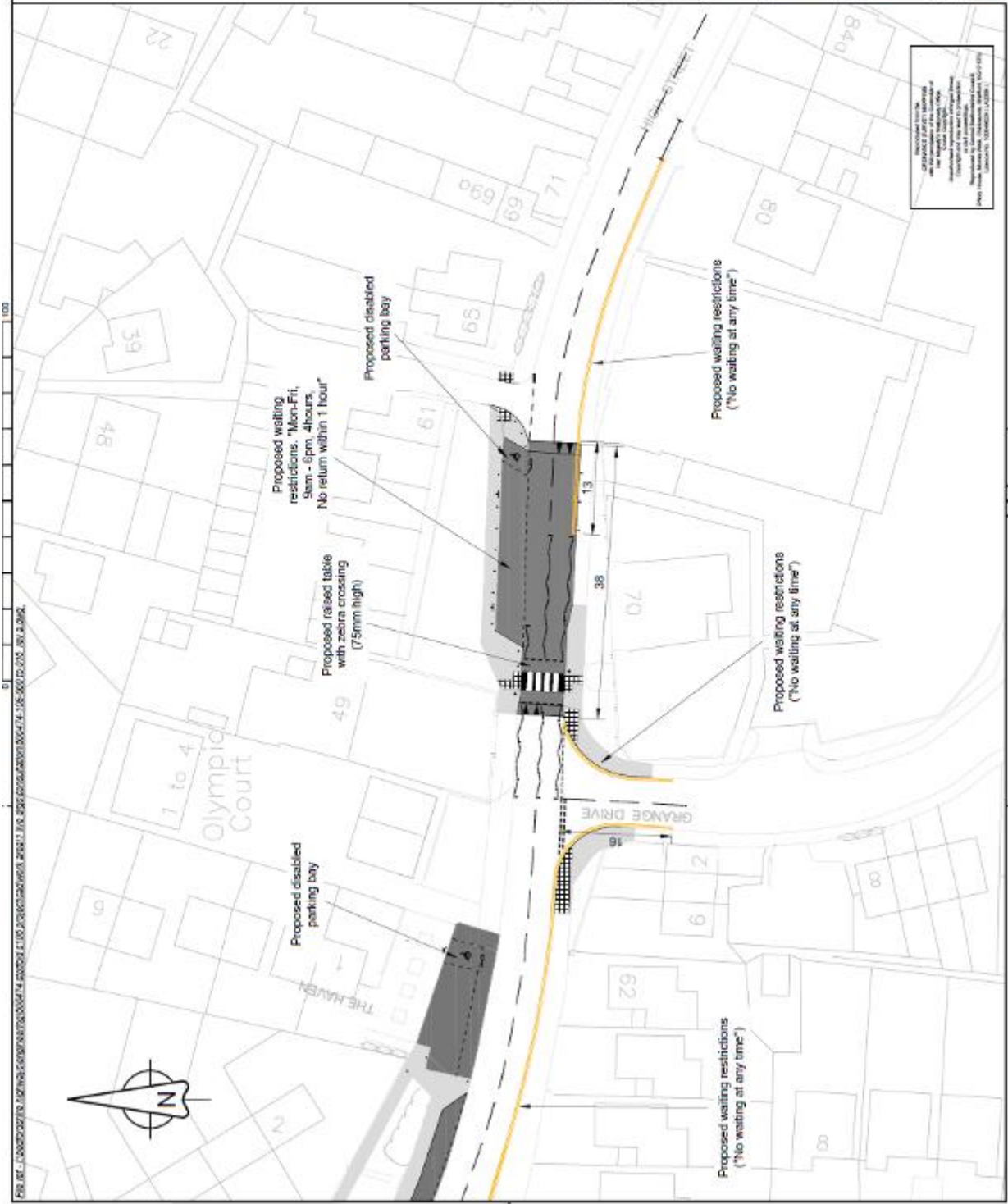
Project Name
Stotfold Town Centre Improvements
 Consultations
High Street junction with Brook Street

Original Drawing No. A3
 Dimensions: m
 Scale: 1:50
 Copyright © Amey

Drawing No
600474-105-002
 Rev
A



Notwithstanding to any other document, drawings, specifications or conditions of contract, the contractor shall be responsible for checking the accuracy of all dimensions and levels shown on this drawing.



Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 600474-105-000 and 600474-105-002

Rev.	Revision Details	CHKD	APPD	Date
A	Big size removed	NO1	NO1	05/05/14

Author	SB
Checker	MDL
Design	MDL
ASB/MDL	NO1
DATE	26-04-14
STATUS	AS 00 02 03 04
CAD	CAD



Client

Project Name
 Stofold Town Centre Improvements

Drawing Title
 High Street junction with Grange Drive

Original Log Size	A3	Drawings/Rev	B1
Scale	1:500	Copyright	© Avey
Drawing No	600474-105-003		
Rev	A		

For information only
 GRANGE DRIVE JUNCTION IMPROVEMENTS
 STOFOLD TOWN CENTRE
 STOFOLD, STOFOLD, NORTHAMPTONSHIRE
 (Drawing to be read in conjunction with drawing No. 600474-105-000 and 600474-105-002)

File: J:\2013\07\26\20130726_01\14_000001.dwg Date: 2014.05.05 15:56:05 User: sb



Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 600474-105-000.

Rev	Revision details	Chal	Appd	Date

Drawn: JB	
Design: JB	
Checked: WCL	
Approved: WCL	
Date: 25-05-18	



Project Name
Stofold Town Centre Improvements

Drawing Title
Consultations High Street junction with Church Road.

OWNER: CHS CON.	AJ	DATE: 25-05-18
SCALE: 1:500		

DRAWING NO.	600474-105-004
REV	-

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Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 600474-105-000.

REV	REVISIONS	CHECKED	DATE
	Drawn by	Reviewed	
	Checked by	POI confirmed	✓
	Crane No./L	POI marked	
	App'd No./L	For construction	
	Date	As constructed	
		Other	

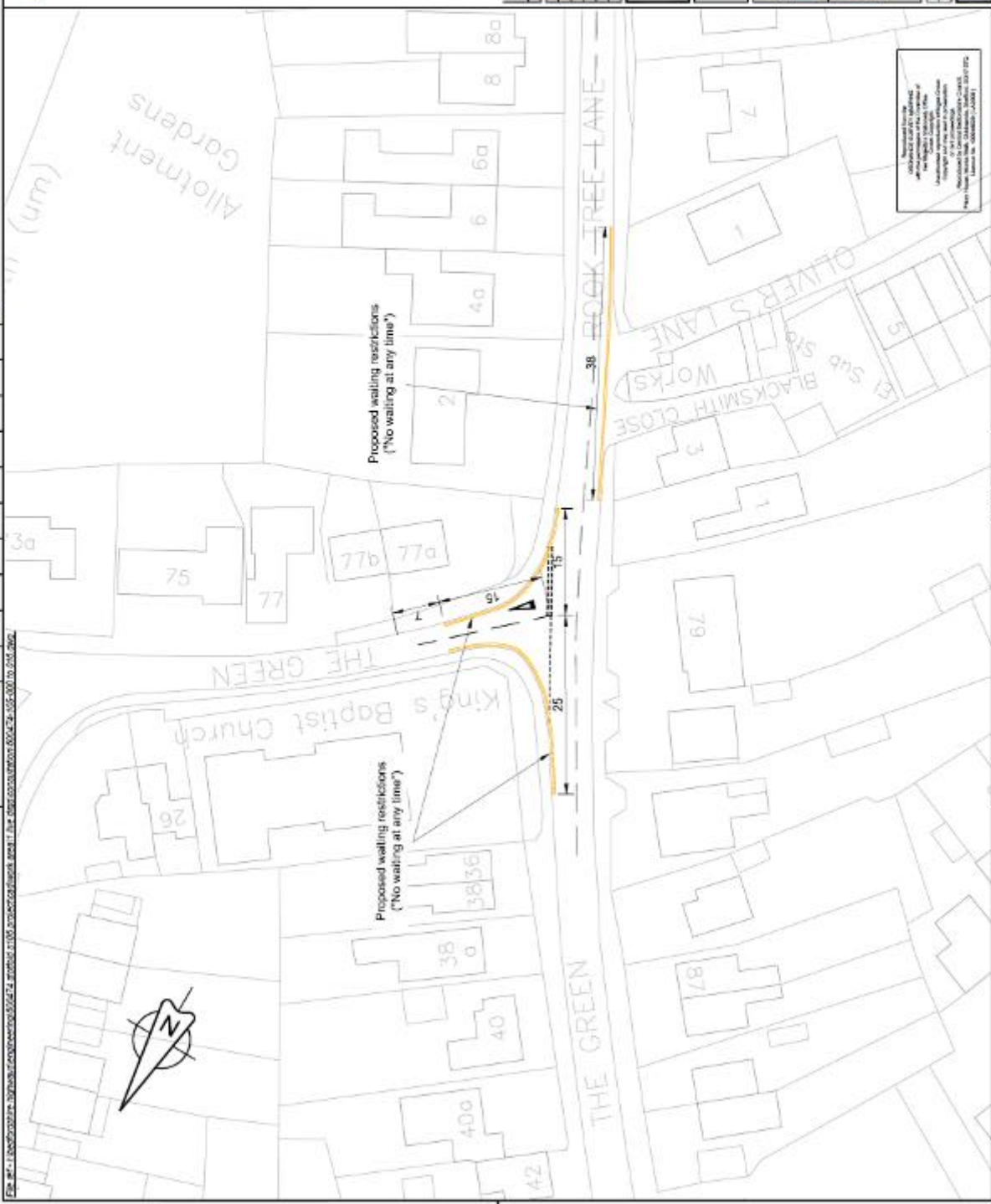
Client

Project Name
 Stotfold
 Town Centre
 Improvements
 Drawing Title
 Consultations
 High Street junction with
 Queen Street

Original Dwg. Size	A3	Dimensions	841
Scale	1:50	Copyright	© Amey
Drawing No.	600474-105-005	Rev.	-



Notes:
1. This drawing to be read in conjunction with drawing No. 600474-105-000.



Not to scale
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Rev.	Description	Checked	Appr'd	Date
01	ISSUED FOR PERMIT			20/04/14
02	FOR PERMIT			20/04/14
03	FOR PERMIT			20/04/14
04	FOR PERMIT			20/04/14
05	FOR PERMIT			20/04/14
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10	FOR PERMIT			20/04/14

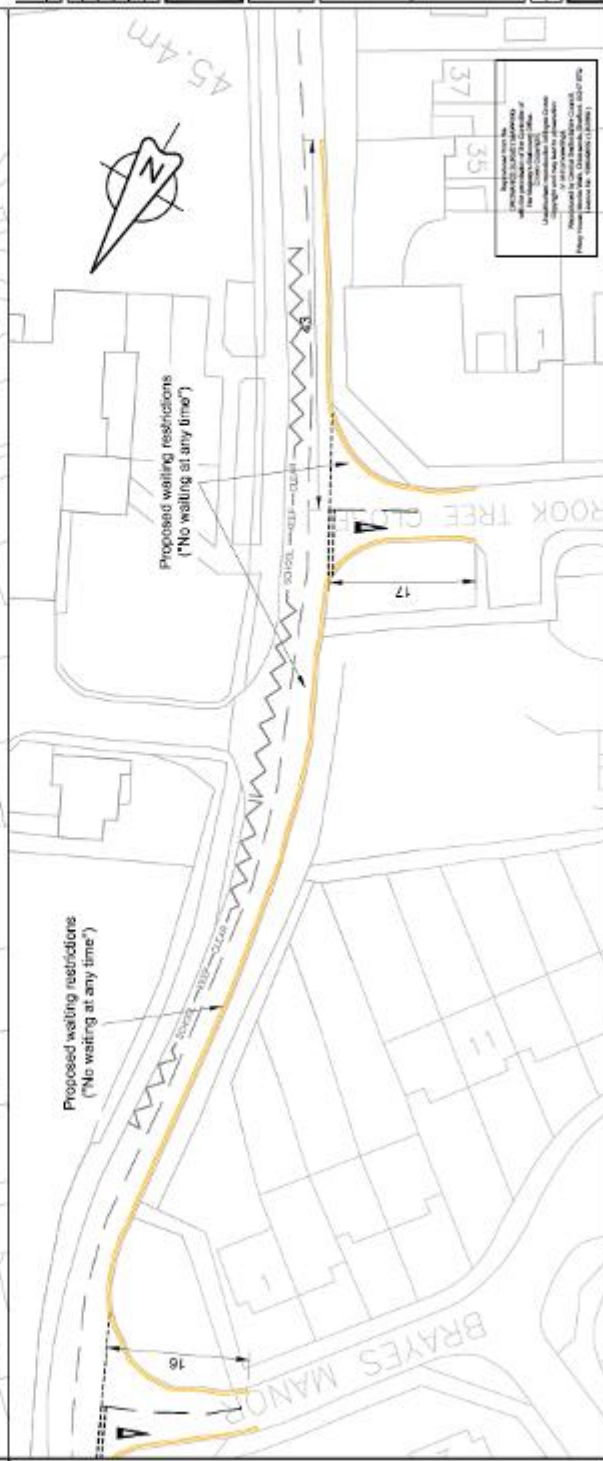


Project Name
**Stotfold
Town Centre
Improvements**

Drawing Title
**Consultations
Rook Tree Lane junction
with The Green**

CLIENT	STOTFOLD TOWN CENTRE IMPROVEMENTS
DATE	20/04/14
SCALE	AS SHOWN
PROJECT NO.	600474-105-000
DRAWING NO.	600474-105-007
REV.	-

PH 107 - Cable and fibre optic network design for the proposed network at the proposed location 107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000



Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 600474-105-000.

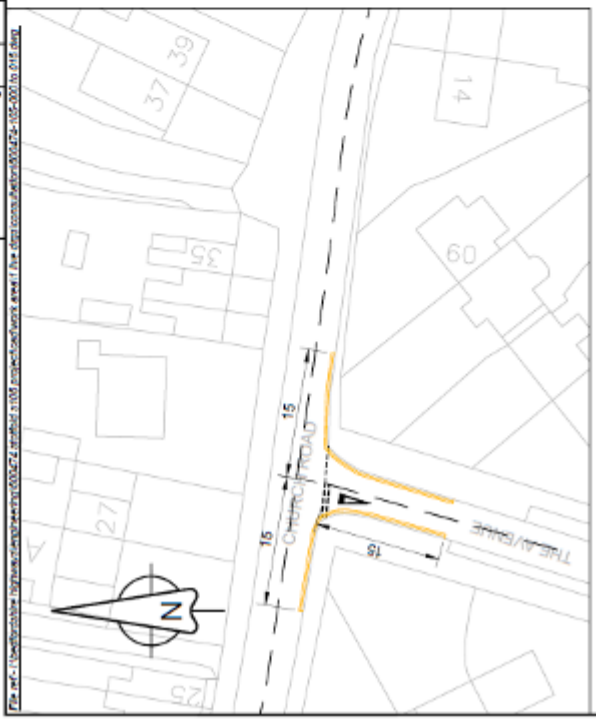
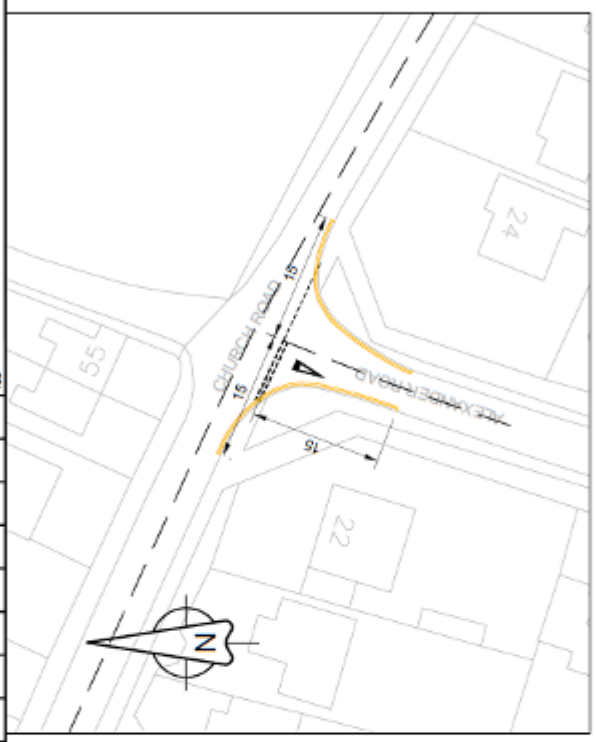
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02	FOR COMMENT			
03	FOR COMMENT			
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100	FOR COMMENT			



Project Name
**Stotfold
 Town Centre
 Improvements**
 Drawing Title
**Consultations
 Rook Tree Lane junction
 with Home Close, Brayes
 Manor & Rook Tree Close**

Client Ref	600474-105-000
Client Name	Stotfold Town Centre
Client Address	Stotfold, Bedfordshire, MK44 0AB
Client Contact	Stotfold Town Centre
Client Email	stotfold@stotfold.gov.uk
Client Phone	01455 511111
Client Fax	01455 511111
Client Website	www.stotfold.gov.uk
Client Logo	
Client Ref	600474-105-000

Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 600474-105-000.



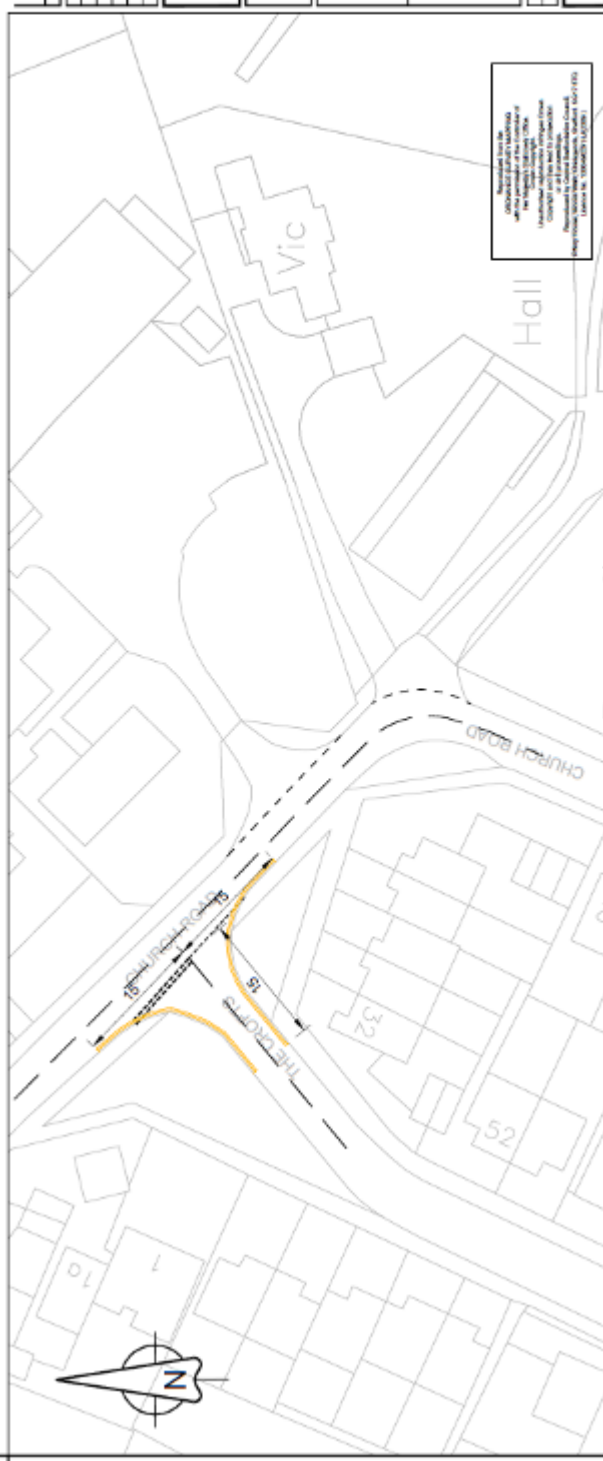
Rev	Revision details	Chkd	Appd	Date
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	Designed: JB			
	Checked: MVL			
	Approved: MVL			
	Date: 20-03-14			
	Other:			

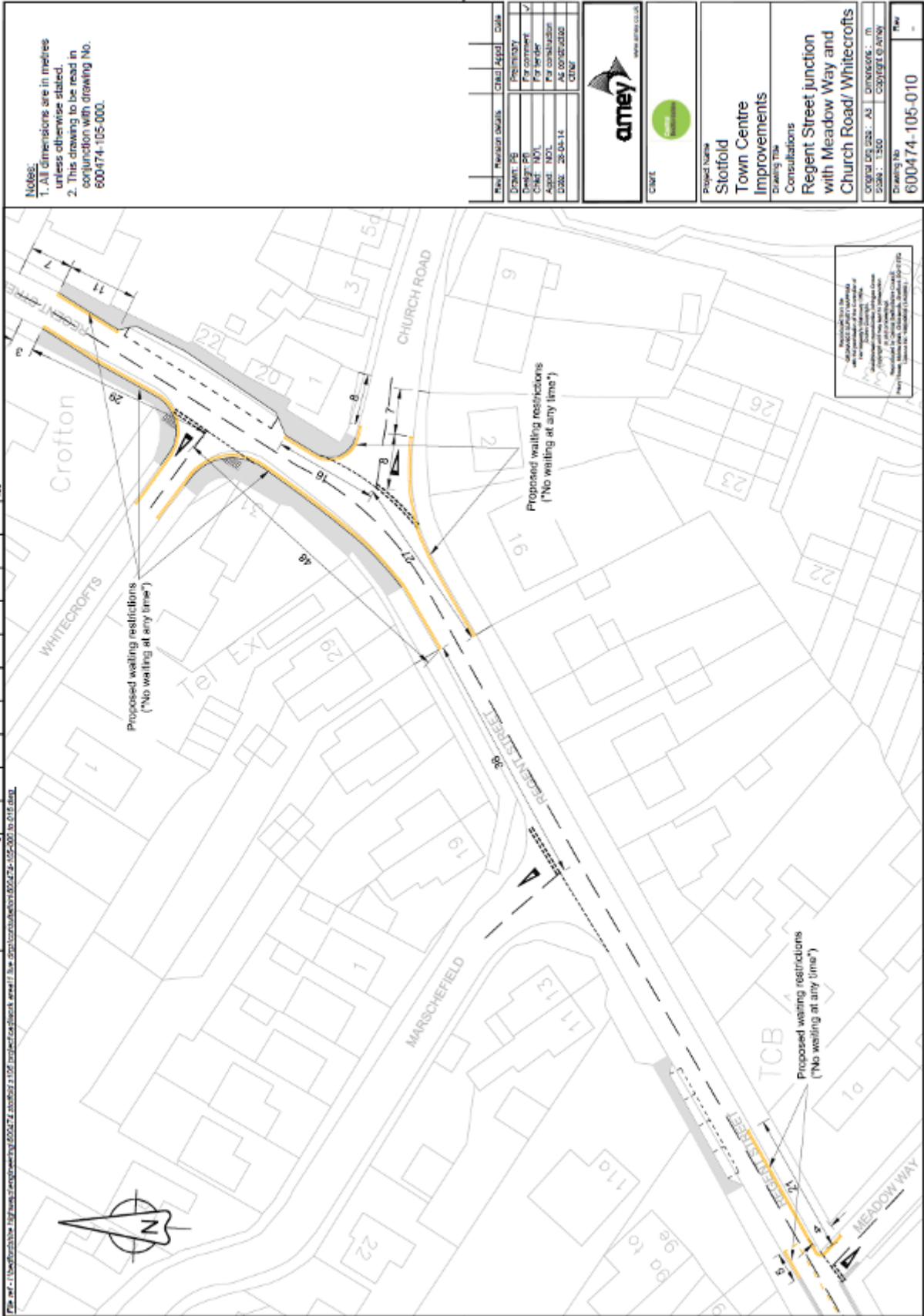


Project Name
**Stotfold
 Town Centre
 Improvements**
 Drawing Title
**Church Road junction with
 The Avenue/Alexander
 Road/ The Croft**

Original Dwg Size: A3
 Dimensions: 31
 Scale: 1:500
 Copyright © Amey

Drawing No.
600474-105-009
 Rev
 -





Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 600474-105-000.

Rev.	Revision Details	Checked	App'd	Date
1	Issue for comment			
2	Issue for comment			
3	Issue for comment			
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5	Issue for comment			
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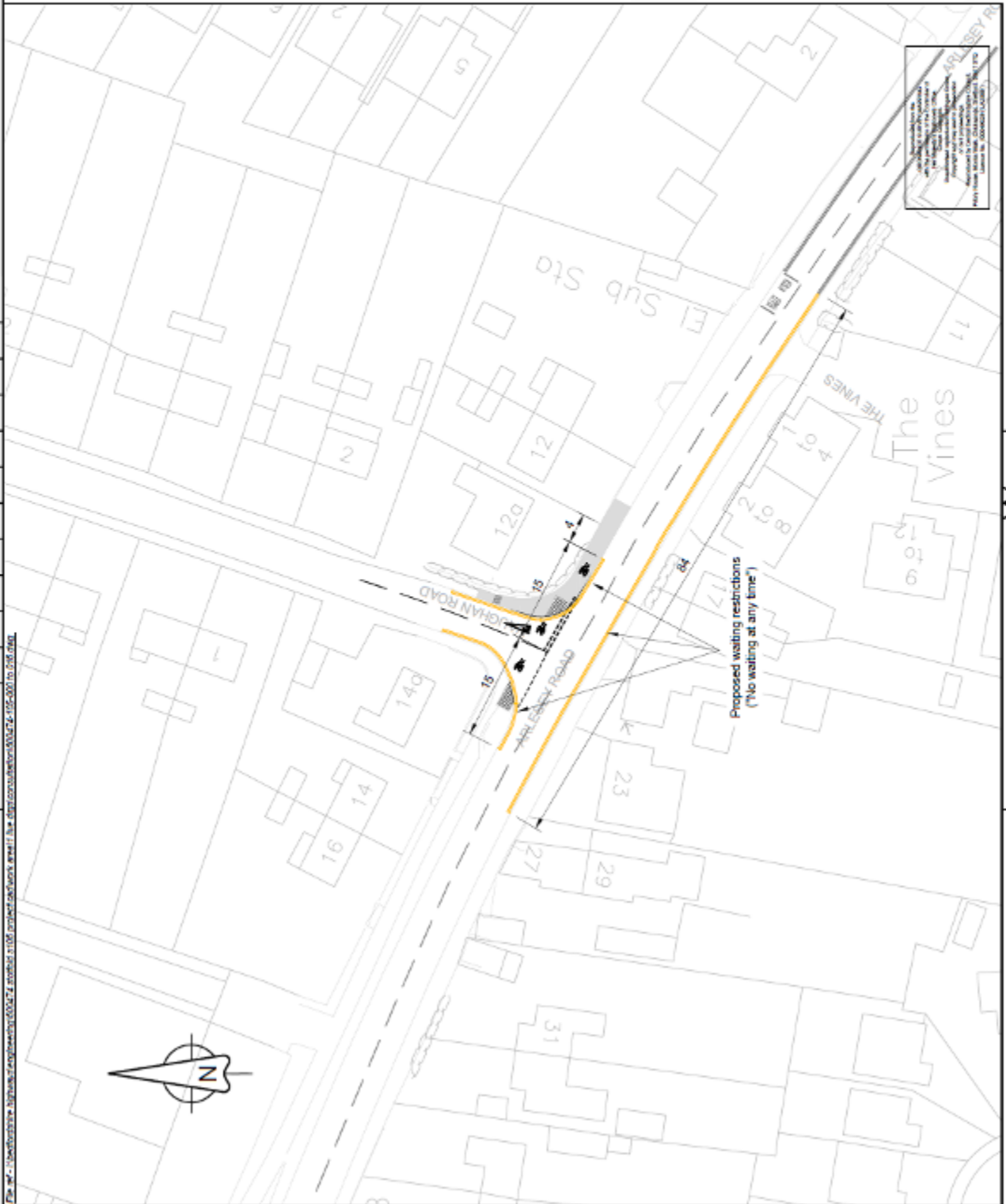


Project Name:
 Stotfold
 Town Centre
 Improvements

Consultants:
 Regent Street Junction
 with Meadow Way and
 Church Road/ Whitecrofts

Original Eng. Date: 15/05/14
Drawn: J. J. J.
Checked: J. J. J.
App'd: J. J. J.
Date: 15/05/14

Drawing No: 600474-105-010



Notes:
1. All dimensions are in metres unless otherwise stated.
2. This drawing to be read in conjunction with drawing No. 800474-105-000.

NO.	REVISION	DATE	BY	CHKD.
1	Issue for Construction	28-04-14	AM	AM



Project Name
Stotfold Town Centre Improvements

Drawing Title
Arlesley Road junction with Vaughan Road

Client
Stotfold Town Centre Improvements

Drawing No.
800474-105-011

Scale: 1:500

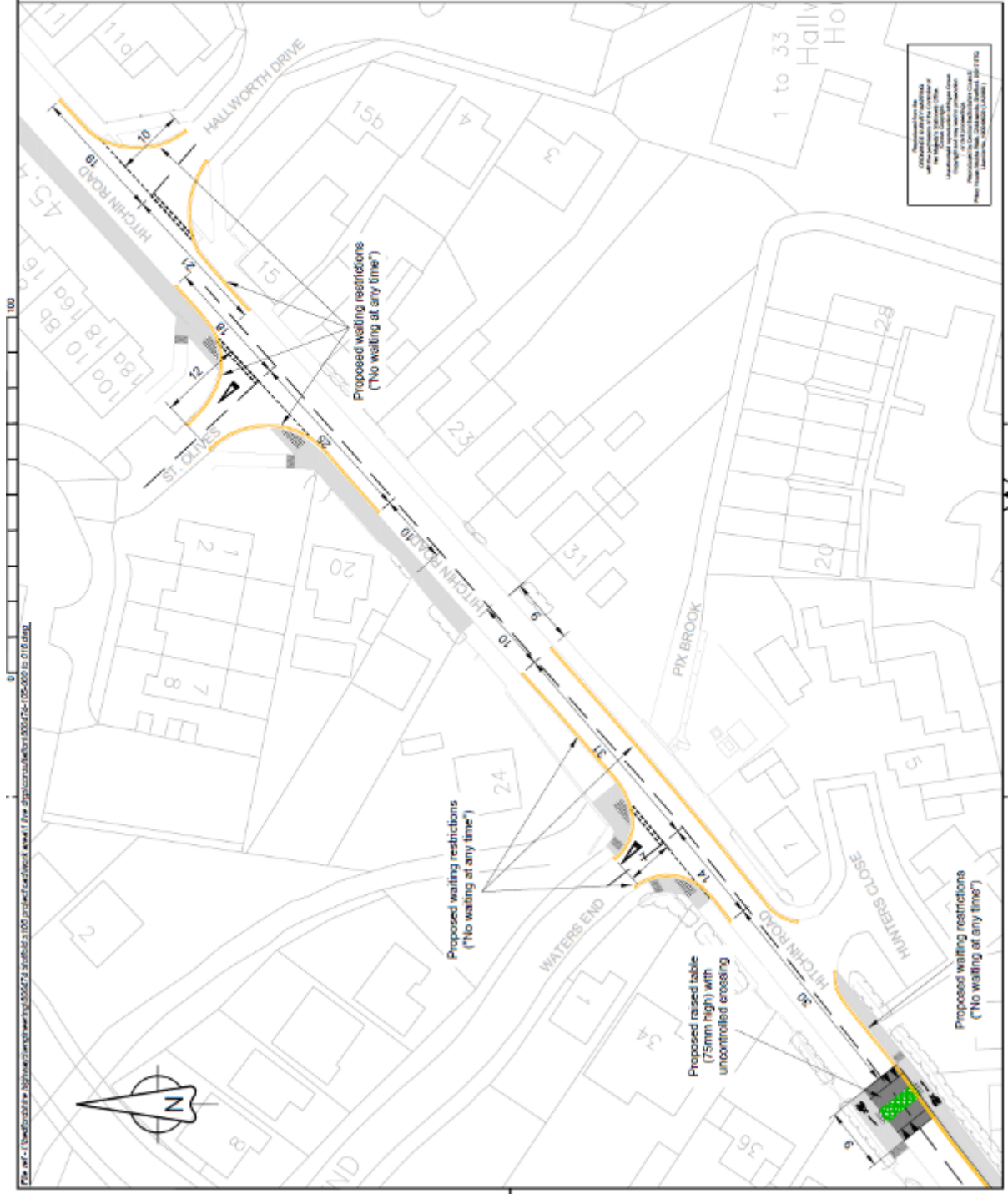
Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 600474-105-000 and 600474-105-013.

REV.	REVISION CODE	CHG	APPD	DATE
01	Subsidiary			
02	Client PO			
03	Client PO			
04	Client PO			
05	Client PO			
06	Client PO			
07	Client PO			
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09	Client PO			
10	Client PO			



Project Name
 Stotfold
 Town Centre
 Improvements
 Improvements
 Consultations
 Hitchin Road between
 Hunters Close and
 Hallworth Drive

OWNER	DRG 228	A3	DATE/REV	11
SCALE	1:500	DATE/REV	AVM	
DRAWING NO.	600474-105-012			
FILE				



Notes:
 1. All dimensions are in metres unless otherwise stated.
 2. This drawing to be read in conjunction with drawing No. 800474-105-000 and 800474-105-012.

REV.	NO.	DESCRIPTION	DATE	BY	CHECK
	1	Issue for comment	28/04/14		
	2	Issue for comment			
	3	Issue for comment			
	4	Issue for comment			
	5	Issue for comment			
	6	Issue for comment			
	7	Issue for comment			
	8	Issue for comment			
	9	Issue for comment			
	10	Issue for comment			

AMEY
 www.amey.co.uk

PROJECT NAME
 Stotfold Town Centre Improvements
 Consultations
 Hitchin Road junction with Brook Street

Project No: 600474-105-013
Rev: 1



Appendix C

I have read the Public Notice regarding the proposed 20mph speed limit on various roads within Stotfold. It is all well and good in having these speed limits but my question is this:-

- How do you, or Central Bedfordshire Council propose to enforce this speed limit?

I regularly use Hitchin road and the number of times that the speed limiter flashes warning that you have exceeded the 30 mph limit cannot be under estimated.

I wish to object most strongly to the 20mph speed limit on nearly all of the Stotfold roads. I would have no objection to a 20mph speed limit on areas considered to be especially hazardous. I think that a blanket speed limit of 20mph would be ignored by many motorists and would, in fact, cause a lot of aggravation.

Before such a scheme is put into practice, I think that everyone should be consulted by mail and only then would you have a true representation of what is really wanted in Stotfold. What happened was, that we were told what you were going to do as a result of a meeting that was attended by very few of the 8000 or so who live in Stotfold.

Are people in Stotfold actually aware that they have to object by 2nd June? I know that you have said that posters are about in Stotfold but a lot of people who live here do not work or shop in Stotfold so I am sure they would not have seen them.

Much more thought needs to be given to this.

I would like to register my objection to the proposed 20mph speed in Stotfold, on the grounds:-

There is not a high number of road accidents in the area.

It will not encourage people to use cycles or walk as the use of a car is necessary due to the rural area and poor bus links to other towns.

I have never had any problem parking at the local stores indicating that car use in the local area is very low.

A 20mph will not slow the traffic down it does not work just look at Langford even with the speed humps people still travel at over 20mph?

The money would be better spent improving the parking in Vaughan rd so people do not have to park on the grass and or pathways, also this would apply to the problems caused by the parking on the road at the high school on Arlesey rd

I am writing to object in the strongest possible terms to the 20 mile per hour speed limit to be imposed virtually throughout Stotfold.

I feel that this is unnecessary, especially in the sides roads where there is little traffic in the daytime.

Around the schools and shopping areas, i agree with the 20 miles an hour , but an overall imposition is over the top.

Is Stotfold being used as a guinea pig so this can be used in other areas? To my knowledge this has not happened anywhere else in central beds.

This will also mean that new speed limit signs will be needed, surely an unnecessary expense in these straightened times.

How will this be enforced? As we rarely see a Police Officer let alone a Traffic Warden.

Is there anywhere i can access the rationale behind this , as i would like to have a better understanding of why we need the extra inconvenience and costs.

Surely this could be better employed in Langford High Street for example, where there is more traffic and a higher chance of accident.

re 20mph restrictions in Stotfold

I would like to record my objection to the proposed scheme which appears to be a huge scheme affecting the whole of a country town centre. Whilst I do not object to the restriction in Rook Tree Lane where there is a primary school even this is over the top for what amounts to perhaps 2 hours per day when children are going to/from school. I am sure this could be covered by the same signs as appear outside Etonbury School.

I am concerned at the cost of multiple signage and would like to know what measures are proposed to ensure the restrictions are adhered to. I would also like to know how many people have been prosecuted in the last three years for exceeding the existing 30mph limit in the areas to be restricted .. It is my opinion that those who ignore the 30mph limit will continue to do so. I seem to remember that when the 30mph sign was installed in Hitchin Road, there was a local decision not to have speed cameras.

Regarding 'more walks and cycling', I do not believe that, with the current cost of fuel, many people use their vehicles unless it is necessary. Do you have any back-up for these statements?

Finally, as a resident who will be affected by these proposals, I do not recall any specific survey requesting my views. Was there any such survey of residents undertaken ?

re 20mph restrictions in Stotfold

I refer to the final paragraph in my previous letter about speed restrictions. I understand there were several opportunities for me to see proposals. Please accept my apology for raising this.

I am writing to strongly object to the proposed town wide reduction in speed limit to 20mph. This is quite frankly a ludicrous proposition with no obvious benefit to any of the residents, or visitors, to Stotfold.

Furthermore I feel that this proposition will be pushed through contrary to the majority of residents opposition, as many are simply either unaware or unsure how to object. In my road, we do not have a sign informing residents of the proposition, luckily I saw one in neighbouring street whilst out walking. Surely every household should have been informed by letter of such an important change? I feel this was a very underhand way to make changes. Sadly many of those residents who are aware will not bother to write as it is commonly felt that "they" (the council) will "do what they want regardless" . Perhaps councillors would do well to remember that they work for the residents benefit, for the good of all rather than a few.

I would like to know on what grounds this proposition has been made? To my knowledge, having lived here since 2002, there has not been any major road traffic accident caused by speeding. Whilst it is true there is more traffic on the road now (due to the incessant expansion of Stotfold) I, as both a motorist and pedestrian, do not see any need for a town wide reduction. I am a mother of two children, one of whom travels by bike to Etonbury, so I am not in the habit of or approve of speeding at all. In certain areas - outside any school or nursery location; the area of the High Street where the shops are; along Regent Street up to just past the One Stop shop for example - I do agree that a reduction in speed limit is a very sensible idea. But town wide is unnecessary and un-enforceable. How will this be policed? I hope at no extra cost to residents, who do not want this anyway.

I sincerely hope that these plans will be re-evaluated, and properly addressed by ALL residents of Stotfold, and not pushed through regardless as I fear will be the case.

Re 20mph Speed Restrictions in Stotfold

We have recently become aware of the proposed scheme for 20mph speed restrictions throughout Stotfold. This appears to be a vast scheme affecting the whole of the town. We do not feel that such a huge undertaking is necessary, whilst we do not object to some restrictions in Rook Tree Lane where there is a primary school we feel that even this is not necessary for the 2 hours approximately per day that children are going to and from school, and if necessary this could be covered by signs as outside Etonbury School.

We are concerned at the cost of signs and street marking for such a large area and would like to know what steps will be taken to ensure the restrictions are adhered to. We would be interested to know how many people have been prosecuted in the last three years for exceeding the existing 30 mile speed limit in the areas where restrictions are proposed.

Our other concern is that, cars do not run efficiently at 20mph and therefore there will be an increase in air pollution.

I would like to object to the 20mph town wide speed limit proposed for Stotfold. From the email from the council below, though they say there has been general support for the proposal they can only actually say that 20+ residents asked for this, which there being approximately 7600 residents is only 0.26% of all residents. The minority in the extreme.

When I asked what evidence there was to show that this reduction was required and what evidence there was that reducing the speed limit to 20mph town wide would improve rather than cause more problems they could not/did not produce any evidence.

Whilst the councils initial proposals were posted through residents doors, there was no suggestion that you would be able to object to the proposal. Yes, there have been announcements in the local newspapers and some notices put up on main roads but if you do not walk or get local papers you will not necessarily be aware that you could object. If the council were serious that this was to be fair and open, why did not they follow up by posting a further letter through residents doors or to save money, say that you could at the time?

From National newspapers this would appear more to be a government led initiative rather than what the majority of residents want. Rather than enhancing the environment it could lead to more congestion and greater pollution.

Rather than spend money on speed reducing measures where no actual evidence that there is a need has been produced, I would rather the money be spent on our poor infrastructure. Providing more school places, building the leisure centre that was supposed to happen years ago and yet still has not been built would be more useful.

We would like to formally object to the 20mph speed limit for Stotfold.

Many roads are difficult enough to drive through due to parked cars, ie Regent Street, Hitchin Road, Queen Street and High Street to name a few without driving at 20mph. I believe this will cause major problems during rush hour.

We totally agree with the limit being imposed around the schools at school times.

How will this be policed if implemented?

We look forward to hearing from you.

I would like to formally raise my objection to the proposed town wide 20mph speed limit in Stotfold:

“The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph Speed Limit is intended to reduce the speed of vehicles in these roads and improve safety for all road users. This will also improve the quality of the environment and will help promote walking and cycling.”

Addressing the paragraph above, I object on the following grounds:

- 1) Promoting road safety:
 - What are the current levels of accidents and incidents as a result of driving at 30mph and what do you predict this would be if the limit is lowered to 20mph?
- 2) Promote walking and cycling:

- I do not believe that the speed reduction would encourage more people to walk or cycle. Please can you provide me with your research/evidence to back up your claim that a town wide lowering of the speed limit would promote this?

Further to the above:

- 1) Have the local police authority been consulted on the proposed reduction and what are their comments regarding this?
- 2) How is it proposed that the 20mph speed limit will be enforced? I believe that the majority of road users within Stotfold are able to understand that the 30mph limit currently in place is just that – a limit to travel up to provided it is safe to do so. At times of high traffic levels road users slow down as appropriate.
- 3) What other measures have been considered for use within Stotfold as an alternative to/for use alongside a speed reduction – i.e. speed bumps or one way systems, or a variable 20mph speed limit along the High Street and Rook Tree Lane? I note that there is a proposal for a one way system to be in place along Brook Street. In my original objection regarding the 20mph speed limit to the council, I highlighted the issue of Rook Tree Lane congestion (particularly during school/rush hour) and suggested that a one way system may benefit that road. I still believe this would be beneficial whether or not the speed limit is changed.
- 4) I believe that a town wide speed limit extends beyond points where it may be justified. The areas I feel could benefit from improvements (although not necessarily a speed limit – there are other possible solutions such as speed bumps or one way traffic flow) include the High Street and Rook Tree Lane. My suggestion in particular would be speed bumps for the High Street and one way system for Rook Tree Lane.
- 5) I believe that the proposed no waiting areas detailed in your plans will help to reduce dangerously parked cars and therefore make roads such as Regent Street safer to travel down at speeds of up to the EXISTING speed limit of 30mph.
- 6) Further to the above, on the basis that I object to a town wide 20mph as I have detailed already, I also object to reducing the speed limit of the outer areas of Stotfold as buffer zones.
- 7) I note that in the Department for Transport Circular 01/2013 on Setting Local Speed Limits the document states:

“Speed limits should... seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed....”

“...Unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit.”

I know through discussions with members of the local community, that others share my concerns and views of the proposed town wide 20mph speed limit and that therefore there is a significant number within the local community who are not supportive of the proposal for a town wide reduction in speed limit. I therefore feel this needs further consideration, amendment and discussion with the local community.

I was unfortunately unable to view the first proposal when it was on display locally and so am unaware of the original area that was proposed to become a 20mph limit – perhaps this first plan was more appropriate? I would be very grateful to see a copy of the original proposal.

Finally, I would like to point out that I am very much in favour of the proposals to add zebra crossings, the one way order and waiting restrictions within Stotfold, all of which I feel would benefit the town and will help to eliminate the need for a town wide 20mph limit.

I would be grateful if you will acknowledge receipt of this objection and advise me of the means by which it will be formally considered.

We wish to object to the proposed 20mph speed limit which you wish to impose in Stotfold. Whilst we are in favour of making roads safer, we do not believe this is an effective way of dealing with such safety issues. If Stotfold is classed as a town, does Letchworth, Hitchin or Biggleswade have this ridiculous speed limit in operation. If Stotfold is thought of as a village, Ashwell, Hinxworth or Dunton do not have a 20mph speed limit in force. However we would not object to a 20mph speed limit being in operation near to schools. Although it may be costly would the Council consider traffic calming measures (ie speed humps).

May I ask the question of who will be monitoring and enforcing this 20mph limit, if passed.

The 20 mph Zone. I make the observation as a motorist that 20 mph restrictions in urban areas are widely ignored if there is no obvious reason for them. If the road is clear of obstructions and hazards and is seen to be clear ahead a 20 mph restriction is an irritant and I have notice

As someone closely involved with Stotfold Watermill and the adjoining Nature Reserve, I would like to object to the proposed 30 mph speed limit on Wrayfields, Mill Lane and Malthouse Lane.

The latter two lanes are widely used by walkers and cyclists of all ages to visit the cemetery, the Mill, Nature Reserve and the Riverside Recreation Area. The roads are narrow and winding, so visibility is limited. There are no paths at the roadside, so walkers etc have to use the grass verges, which are narrow and often overgrown or muddy. The roads can be flooded after bad weather, since there is an adjoining flood plain.

Traffic on these roads is increasing and, with more new housing in the area and poor satellite navigation systems, will become even worse. There is already a significant safety risk on these roads, particularly for children and elderly people.

A far safer option would be to have a 30 mph limit off the A1 at the top of Wrayfields and to make all these roads 20 mph from the junction with Wrayfields. This would help to concentrate

drivers' minds that this is a zone where safety needs to be paramount, particularly drivers new to the area whose satnavs have directed them this way.

It would also help to slow traffic if the long-proposed roundabout off Queen Street/Rook Tree Lane was actually built.

I would like to propose that the areas around the Stotfold Mill area in Stotfold be made a 20mph speed limit. This area from the main road is crowded with walkers, dog walkers and children visiting the Mill and nature reserve and can be dangerous when they alight from buses in the Mill car park and walk back to the Mill. There are a lot of dangerous corners around here which could result in serious accidents.

As a regular visitor to this area and a volunteer with Teasel environmental group I am concerned about the safety of these roads.

I understand there is a proposal to make the above roads 30 mile limits. I think this is too fast. These roads are narrow and twisting. These areas are widely used by walkers, with and without dogs and young children - visiting the cemetery, the Mill and the Nature Reserve, as well as children and young people visiting the Riverside Recreation area. School parties and Sunday visitors attending the Mill all need as safe an environment as possible. A 20 mile limit would be far more appropriate.

I understand a speed limit of 20 miles per hour is to be instigated within Stotfold including Rook Tree Lane and Queen Street. Might I suggest this might also be extended to include Mill lane up to the junction with Malthouse Lane. This lane is frequently used by walkers and is to all purposes a single lane. This would give some protection to those walking to the cemetery from the village and those choosing to walk to the nature reserve or Kingfisher Way or on those occasions when Stotfold Mill is open at weekends and midweek at irregular times for group visits. There is no footpath along this lane and so walkers do need to walk on the road. The Mill and houses adjacent open directly onto the lane and the small business park opposite the Mill also exits onto this road. Wrayfields that extends beyond Malthouse/ Mill lane provides access to A1 - it might be reasonable to reduce/ maintain speed on this section to 30 miles per hour allowing a gradual decline for those exiting the A1 before entering 20 mile per hour zone at junction with Malthouse and Mill Lane. At this point there are no houses so I can appreciate drivers may query why the speed reduction so signposting may be necessary to warn of pedestrians in the road.

I wish to make the following observations concerning the changes to the roadways in Stotfold under Order 201.

Malthouse Lane/Mill Lane/Wrayfields. I regularly walk along these lanes and my comment is as a pedestrian. Traffic is very light, only the occasional car or van, and rarely at any speed to bother a pedestrian. Vehicles have always slowed down when I have been crossing the river bridge on Malthouse Lane. A 30 mph limit therefore would not serve any purpose except to irritate the drivers seeing a clear empty road ahead. I have never seen two vehicles close

to each other. The secondary purpose of preparing the driver for the 20mph zone is unlikely to work. A 30mph zone of 100 yards or so might be less irritating but brings me to my second observation.

I am a resident of Wrayfields in Stotfold and write with regards to the plan of reducing the speed limit along part of this road from 60mph to 30mph.

I have written to the local highways authority previously with my concerns about the safety of having a 60mph speed limit along this small country road, with its blind bends and lack of pavements. During the years my family and neighbours have lived here, we have lost five cats due to the speed of vehicles driving along this road. Moreover, we have children living with us and worry about their safety.

Therefore, in order to reduce safety risks here, I would urge you to extend the 30mph limit eastwards to include all the residential properties on Wrayfields.

*My strong view is that there is a need for a 20 mph limit not a 30 mph limit.
I live at xx, Mill Close, SG5 4AB and therefore use these roads regularly.
I am a motorist, runner and walker.*

These roads give access to important features which are promoted by our local authorities and voluntary groups.

They include the award winning mill and nature reserve, the cemetery, Centenary Wood , Riverside Recreation Ground, published local walks and a number of sign-posted footpaths. By their nature these features attract people on foot as well as by cycle and car. The pedestrians will typically include children on foot and in pushchairs.

Significant parts of the roads are very hazardous because of.

1. The general absence of paths/pavements beside the road. I have frequently observed that walkers in families and groups tend to spread across the road, perhaps because roads feel very rural.

*2. Blind bends. The blind bends by the mill (no pavement) are frequently used by walkers and dog walkers and can be busy with visitors to the mill and nature reserve. The entrance to the Mill car park is close to the bend.
The blind bend leading from The Green into Malthouse Lane, again no pavement. This bend must be risked by pedestrians, especially children, going to the Riverside recreation ground and Centenary Wood.*

3. The roads are very narrow and visibility is restricted especially of course when hedges and trees are in leaf.

4. Other areas where traffic can be frightening include:

The blind crest of the Ford bridge. This immediately precedes the entrance to Centenary Wood on the one side; and the pedestrian access to the Riverside recreation ground on the other side.

No roadside paths here so little escape for the pedestrian, pushchair or wheelchair user with ditch, hedge and roadside barriers on the bridge approaches!

I hope that my observations as a daily user of these roads will help to bring about a 20 mph limit.

I am a resident of Wrayfields in Stotfold and understand that you spoke with my near neighbour, Xxx Xxxxxx, yesterday [morning] in connection with plans to reduce the speed limit along a section of this road - from 60mph to 30mph - as part of the review of the local road network across the town. (I might say here that I was given your contact details by Central Bedfordshire Council representative for Stotfold, Cllr Brian Saunders, and passed them to Mr Xxxxx as I was unable to telephone you yesterday.)

Mr Xxxxxx tells me that, during this conversation, you reassured him that that information presented on relevant documents - in the public domain as part of the ongoing public consultation (and which I attach here) - is incorrect in showing that the four residential properties on Wrayfields will be outside the proposed 30mph zone.

As such, I should be most grateful if you could please provide written confirmation that this is the case: as Mr Xxxxxx has already stated, our families remain extremely concerned about the the safety aspects of having a 60mph speed limit outside our homes and want to do everything we can to reduce it to 30mph; indeed, I have consulted with several representatives of the local highways authority over the past 10 years - including Mr David Bowie, Mr Basil Jackson and Mr Neil O'Leary - about how to seek such a reduction.

...After many years of seeking this outcome, it is clear that this is our best chance of securing it, and I can see no material reason why Central Bedfordshire Council or Amey would not support this request "on the grounds of supporting road safety" (I quote here from the Public Notice attached). Relative to this, I might mention that both Mr Xxxxxx and myself have children living with us and other neighbours [at the other two properties on Wrayfields] are senior citizens with significant health problems.

Furthermore, could you please offer any guidance as to what other lines of enquiry we should pursue so as to ensure that the residential area of Wrayfields is included within the order that will legally define restrictions/areas linked to the proposed lower speed limit; as things stand, we intend to strongly object to existing proposals - as presented on the documents attached - within the public consultation referenced on the Public Notice.

Many thanks for your kind attention to this matter: I look forward to hearing back from you.

I am a resident of Wrayfields in Stotfold and write in connection with plans to reduce the speed limit along a section of this road - from 60mph to 30mph - as part of the review of the local road network across the town.

My family and neighbours are extremely concerned about the the safety aspects of having a 60mph speed limit outside our homes and want to do everything we can to reduce it to 30mph; indeed, I have consulted with several representatives of the local highways authority over the past 10 years - including Mr David Bowie, Mr Basil Jackson and Mr Neil O'Leary - about how to

seek such a reduction.

...After many years of seeking this outcome, it is clear that this is this consultation represents our best chance of securing it, and I can see no material reason why Central Bedfordshire Council or Amey would not support this request "on the grounds of supporting road safety" (I quote here from the Public Notice attached). Relative to this, I might mention that my wife and I, and our neighbours at x Wrayfields, have children living with us, while other neighbours [at the other two properties on Wrayfields] are senior citizens with significant health problems. Furthermore, we have had three cats killed by fast-moving vehicles outside our home and our neighbours at no. x have, similarly, lost two.

As such, we strongly urge that the proposed 30mph speed limit along Wrayfields is extended (towards the A1/Great North Road) to include its residential area (i.e properties 1, 2, 4 and 6 Wrayfields), and that this is clearly stated within the order legally defining restrictions/areas linked to the proposed lower speed limit: as things stand, we strongly object to the existing form of the proposal (as presented on the documents attached).

In connection with this matter, I should say that I have recently communicated with Mr Ben Gadsby, Senior Project Manager for Central Bedfordshire Highways and have received the following written reassurance that our objection/request will be dealt with positively as part of the amendment process [post-consultation] linked to this Order (201) for Wrayfields and others for Stotfold roads:-

Further to my previous communication[s] on this matter, I do hope you won't mind me adding the following...

Discussing this matter further with my wife this evening, it occurred to us that at least three speeding cars have been involved in accidents along the stretch of Wrayfields near our home in recent years: one crashing into the raised footway access to No. 1 Wrayfields, one becoming upended in a gully and one felling a tree at the junction with Malthouse Lane/Mill Lane. (We have photographs of the latter two incidents.) Indeed, the number of vehicles that pass us at excessive speed in all weather conditions is alarming, especially as the road is so narrow and without pavements.

Once again, we do appreciate your positive response to our request to lower the speed limit here to 30mph.

Appendix D

I object to the proposed introduction of One Way Traffic along Brook Street Stotfold on the following grounds:-

- Can you explain the rationale behind this measure as surely as eggs are eggs you will introduce a bigger “bottleneck” along Brook Street between the junction of Hitchin Road / Brook Street with traffic permitted to travel in an easterly direction up Brook Street towards Wycklond Close / Coppice Mead only to be met by traffic coming down Brook Street as required in the One Way system direction. This “bottleneck” already occurs every time the **Bowls Club** have a match during the summer months and again when the **Football Clubs** are playing on the Recreation Ground during the football season with cars parked along Brook Street, Wycklond Close and some in Coppice Mead without counting on the parking along Hitchin Road outside the Recreation Ground. With the proposed One Way System this will only get worse on match days as the traffic going east along Brook Street will be met with additional traffic having to come down Brook Street as per the One Way System directions.
 - You have just enforced the “rat run” along Brook Street as drivers are too lazy to follow the correct process which to use Brook Street ONLY for access to the roads running off Brook Street, all other traffic was to go via the junction of Hitchin Road and the High Street.
-

Appendix E

This objection relates to the detail in drawing no 600474-105-010 which shows proposed No Waiting restrictions at the junction of Regent Street and Church Road in Stotfold.

I live at No.x Church Road and I am concerned that the No Waiting restrictions stop short of my driveway. Given that customers of the convenience store and the Butcher's on Regent Street will no longer be able to park outside these shops, they will instead park as near to them as they can and this will inevitably include parking across my driveway thereby obstructing my right of access.

I have therefore attached a marked up copy of your drawing showing in red how I would like to see the restrictions extended a further 7 metres into Church Road up to my eastern boundary with No.x Church Road. This would ensure that there is no waiting within 15 metres of the junction, which seems to be the standard applied elsewhere, for example at the junction of Church Road and High Street.

I am writing in regards to the current proposals of yellow lines being painted on the junctions that connect to Regent Street.

I am opposed to some of the proposals made, it seems the council has not given any thought or consideration to the many residents who live in the cottages with no allocated parking or driveways.

I am a resident living in one of the cottages & I have one small car which can be very difficult to park after 6pm, I then need to find a space wherever available & this can include having to park outside the Hair Box premises or Beales Butchers premises due to so many cars parking in the road.

Every cottage apart from one has two cars & parking as close to where live is essential there's been many times when I have had a 5 year child to carry back to the house because she's fallen asleep or several bags of shopping & I can't get outside my house, with the yellow lines I won't even be able to get near my house!

I'm all for painting the yellow lines on the corner junctions as they are particularly dangerous especially the Regent Street/Whitecrofts junction, but they should stop as they reach the current business, Hair Box. This enables the residents that are unable to park outside their house to find a suitable parking space before the yellow lines start.

As a resident I think the council should look at traffic calming rather than aggravating residents with yellow line issues, Regent Street is practically a racetrack! How about some speed bumps instead or make the council residents opposite the cottages, that park on the road use their own bloody driveways for their cars rather than the premium parking that is required for the residents in the cottages who don't have any parking options!

I urge the council to reconsider the options for where the yellow lines start & end, this will please the residents no end & hopefully put an end to the dangerous junction issues for Church Road & Whitecrofts.

Having received the plans of the safety improvements for Stotfold ,I would like to remind you of a communication I had with you last year when the plans were originally voiced.

As I said I have no objections to the parking restrictions at the Regent Street end of Church Rd, I do agree that something has to be done to make the bend safer, but as you will see from my original email, it is the knock on affect for my mum.

Since sending you the last email, another shop has opened and is successfully trading , which is good but has added to our parking problems.

Mum is now less mobile , is regularly blocked in by cars parking across her drive. She has been told by seemingly nice and respectful people, to stop moaning and live with it. I have been told to put her in a home , when I asked a man to move to let her out.

My mum is not confrontational , but polite , she worries about the parking and needs to be able to have access to her own drive.

Some have no thought for the disruption and upset they cause through lack of consideration for others, Can you please consider putting a white line outside her drive , whilst you are completing your works .

She can't afford to pay herself , and surely she should not have to.

The previous email is below and if you need to speak to me number is now 07890665157, not as stated below in the previous email.

As she gets older things like the parking stay on her mind and she worries, she shouldn't have to worry but enjoy her older years, not listen to abuse or suffer because of a few ignorant people .

Thank you in advance for reading this and I hope you can us.

I have seen the plans for the yellow lines and I can assure you that the residents on regent street most certainly are against them.

Why don't you put in speed ramps!?

Please accept this email as a formal objection to yellow lines being placed on regent street.

I've recently moved in to xx regent street in stotfold. It has been brought to my attention that there are plans for double lines to be placed at both ends of the road, why!!??

>

> It's hard enough to find a parking space as it is and now you're going to making it even harder, why!!??

>

> You say by putting these lines down it'll make the road safer "really"?

>

> Wouldn't it be more reasonable to suggest that rather than attacking the residents parking (which there isn't much of in the first place) that you should maybe consider a firm of traffic, speed control attack, I.e Priority to on coming or how about like they do in most of the country.....speed bumps!?

>

> Have a think about it!!!

I am writing to object to the above proposal. It is a decision that has been made with no consideration whatsoever to the residents in the area of this road. It is a ridiculous plan to put yellow lines as far as you have stated as we always use the area outside of number 24 Regent Street. Please could you tell me what provisions you will put in place for us if these plans go ahead?

You have stated that "The No Waiting at any time restrictions are intended to keep junctions and other lengths of road clear of parked cars in the interests of road safety and to maintain traffic flows". I feel that by stopping parking on the Butchers side of the road (south east) the speed of cars will increase. Regent Street has become a busy thoroughfare and I regularly see drivers speeding down the road at speeds in excess of 40mph. By 'clearing' that area of cars drivers will inevitably speed up at that bend. Would some traffic calming measures not be more suitable for this road?

From the drawings it appears that you have put in some kind of parking spaces outside numbers 20 and 22. Is this the case? Also, are you then going to be taking away some of the pavement? If this is the case, again, you have not thought it through. By reducing the pavement to create these spaces you will barely have enough room for a pushchair or wheelchair to fit along this stretch of the pavement.

I have enclosed a picture of a typical evening outside our house, from this I hope you can see how far down we need to park, (on this particular occasion I had to park in Whitecrofts and walk my 3 children over the road- not the best way to get home)

The Highway code states that cars should not park within 10m of a junction, with this being the case then 10 metres stops just outside the Butchers (no.20) 20 m would take it to outside no. 22. This would keep the junctions safe and also give us the parking spaces we need.

Please explain to me where we, and our 4 neighbours without driveways, will be parking if you decide to go ahead with this plan.

Please also explain how you are going to control speeding down this road if you decide to go ahead with this plan.

I hope that you can understand my anxiety about this proposal. We have 3 young children and find it stressful enough to park at the moment. I am also concerned for the safety of my children if we are forced to park a long way from home (I really have NO idea where we will park) and have to cross this busy road, which in my opinion will become more dangerous if people speed up at this bend.

I look forward to hearing from you and for you to answer some of my concerns.

Dear Sir/Madam

Reference: Proposed Traffic Scheme for Regent Street and Church Road

Reasons for Objections – Major difficulties for Residential parking

Putting double yellow lines from Regent Street No. 25 to no.33 will cause major problems with residents' parking. This is an excessive plan of action.

When the majority of residents return home from work from 5pm onwards finding a parking space is very difficult and by introducing double yellow lines this will wrongly force residents to park on roads a long way from their homes. This will in turn annoy people living on these roads and cause congestion there.

Reasons for Objections – Financial

This will have an adverse affect on property sale prices and increase the difficulty of selling any properties in this area where the householder is required to street park a long way away from their home. This is based on my many years of experience working as a Financial Professional within the Housing and Property sector.

The introduction of double yellow lines will greatly reduce the revenue income of local businesses on Regent Street such as the hairdressers, butchers, off licence who rely on passing trade being able to park near by them. It is already hard enough for small businesses to survive in Stotfold without this additional pressure on their ability to trade.

Alternative Proposals for Consideration

1. An alternative would be for single yellow lines from Regent Street to Whitecrofts. This would allow residents to be able to park there in the evening from say 5pm to 8am. My experience as a residence is that from 6pm to 8am the traffic flow of vehicles been driven along regent street is considerably less than earlier in the day.
2. Rather than placing a hardship on residents, steps should be taken to reduce the amount of lorries travelling along Regent Street. This would reduce the amount of carbon dioxide being omitted by these vehicles.
3. Road speed calming measures could be used near the junctions such as speed bumps.

We object to the plans for double yellow lines on Regent Street it will make parking for residents and customers to Butchers and Hairdressers impossible. I agree yellow double lines need to be on the corner of the shop as people park on the path and maybe from the corner on opposite side up to before the butchers, but otherwise yellow lines are unnecessary.

I would also like to say that yellow lines on Regent street are a good idea, but only on the opposite side to the butchers shop - it is totally impractical and unfair to residents and businesses to enforce no parking where people park now. However outside the new convenience store (opposite Church Road) cars often stop on the bend, with very limited visibility - an accident is very likely to occur here.

As a resident of the Green (Number xx) in Stotfold, I am somewhat surprised at a recent laminated notice erected at the junction of the Green and Rook Tree Lane. It outlines proposed parking restrictions which seem to have been decided upon with absolutely no consultation with

residents. Upon canvassing opinions from other residents impacted by your proposals for the junction of the Green and Rook Tree Lane, I can confirm this is the case. You did write to residents a month or so ago outlining proposed changes to the roads in Stotfold and directed us to your website. For the Green the only change indicated is street lighting and a rather vague speech bubble which mentions parking on Rook Tree Lane. I am unsure as to why you would be so imprecise about your parking proposals. Even now, the notice is unclear and there is no plan view.

Parking is an issue at the junction and this is due to 2 sources: visitors to the church (evenings only as they use cones on a Sunday) and parking outside number 3 Rook Tree Lane. There are no other issues. Perhaps if you had spoken to local residents then you would have established this. Instead of the “deliberately” unclear sign you have posted, could you provide a plan view and provide these to all residents effected. I am sure you must have a plan view otherwise there is a risk contractors would place lines in the wrong place. Whilst supporting the proposals, the lack of clarity is concerning. We occasionally park outside our home (as should be our right) and never park in contravention of the highway code. It seems that you plan to paint 40m lines around each side of the junction – this is simply unnecessary (however, a plan view would enable local residents to determine exactly what you propose). I would also question the effectiveness of these lines as there are no police to enforce them in Stotfold and the 20mph speed limit should reduce the danger of inconsiderate parking.

As council tax is high, we have high demands of our council. Value for money is key and you should be accountable. Poor notices, lack of communication with stake holders (us!) and imprecise/unintelligible plans do not represent value for money. The council expect us to submit clear planning proposals for changes which impact the local environment. It is therefore not unreasonable for us to expect the same from you when these changes clearly impact us and could have an adverse effect.

I look forward to hearing from you.

I have no objection to the 20mph scheme in fact feel that something is needed to avoid accidents in Regent Street due to the speed cars travel to beat oncoming traffic.

My only concern is that the council spends a lot of money on the scheme for drivers to ignore the limit/ signs if they know that no enforcement will take place.

This is same concern I have with the double yellow lines , if Stotfold is not going to have enforcement officers (and I have never seen any enforcing the parking restrictions we already have) , then what is the point as once it is realised no enforcement taking place drivers will just ignore them , so an expensive exercise.

At the meeting of the Recreation Grounds, Public Lands and Lighting Committee of Stotfold Town Council, Members considered the proposals on the above order and would like to make the following comments:

Item 1

High Street, South Side Members would like to allow waiting from 62 The High Street up to the zebra crossing

Item 25

Regent Street Map 600474-105-010 shows 4 parking bays on North West side outside properties 9a and 11a, there is currently a bus stop there. Is the bus stop moving? Members also noted that there are no yellow lines marked for Marschfield.

4 Hours Waiting High Street

Whilst the Town Council welcomes this, we would query who will enforce this order.

Members would like to thank Central Beds Council for listening to residents and extending the 20mph speed limit to include the whole of Stotfold, but would like confirmation that when the roads in the new estate (Land South of Stotfold) are adopted they will also be included in the 20mph speed limit.

Thank you all for your very prompt response to our concerns and we are pleased that consideration will be given to extending the double yellow lines in Grange Drive. We should appreciate a note of the outcome?

With regard to the parking in front of the High Street shops, there has always been a footpath for pedestrians but they were unable to use it because cars parked across the footpath along its entire length. It is pleasing to see from the drawing that bollards are to be placed along the north side of this parking area thus preventing that particular parking habit in future. You should be aware that it will limit considerably the area for cars to park as the width of the space will only provide parking parallel to the road. Only last Saturday, 25th May at 12.30 pm no fewer than 17 vehicles were parked on the entire space in front of the shops, not to mention the row of parked cars along the north side of High Street from No. 65 to Church Road - a frequent occurrence.

We were also pleased to see that it is intended to utilise grass verges in some areas as parking bays. We still feel, however, that we have no general public parking area in Stotfold where workers and visitors can park for longer periods.

We are very aware of the limited budget and the obligations that have to be met, but we felt that it was an opportunity to raise the issue of parking generally in Stotfold - it will not go away!

We refer to the Public & Statutory Notices recently published and have a observation to make regarding the introduction of No Waiting at the junction of Grange Drive/High Street, illustrated on **Drawing No. 600474-105-003.**

We feel that **your "no waiting" restriction should be extended in a southerly direction as far as is practicable from the front wall of No. 2 Grange Drive across the entrance/exit of the Co-operative Car Park opposite.**

Cars regularly park opposite the entrance to the Co-operative car park and this causes difficulties when shoppers are endeavouring to simultaneously enter and exit the car park (not the easiest of car park entrances at the best of times).

Your plan still gives space for parking opposite and desperate drivers will use it, all day if necessary! Indeed, this exact scenario was played out yesterday when we endeavoured to exit the Co-op car park by two cars parked outside your proposed limit. In this case, cars (or even worse, people carriers and vans!) exiting the Co-op car park cannot do so if vehicles have already turned from the High Street into Grange Drive indicating their intention to enter the Co-op car park. At busy times, you can have 2/3 vehicles trying to exit and enter the car park at the same time!

There is just enough room for two cars to park from the end of your proposed yellow lines by No. 2 Grange Drive to the drop down kerbs to the private parking, which is immediately opposite the Co-op car park entrance. There will also inevitably be in future the occasional brief queues of cars exiting Grange Drive, turning right into High Street but prevented from doing so whilst the new pedestrian crossing is in action. Without any parked cars, any vehicles wishing then to turn left out of Grange Drive into the High Street should still be able to do so.

Parking in front of High Street shops - 4 hours Limited Waiting

There appears to be no updated detailed drawing indicating what will be happening to the constructed parking area in front of the High Street shops (51 to 61 High Street). Surely something must be done to improve that whole area which is an "eyesore" not to mention a safety hazard for pedestrians. At present, there is also no facility for a wheelchair to access the shops.

Parking Generally

With the introduction of all the proposed "No Waiting/Limited Waiting" areas, we also feel that **parking** will increasingly become a major issue in the town - if not already so. We have no public car park in the town where people who work in Stotfold but live elsewhere can leave their cars during the day. Commercial vehicles parked in the evenings and at weekends also exacerbate the problem.

Grass Verges - Conversion

We feel that the time has come to convert some of the grass verges around the town into parking bays. Visiting Welwyn Garden City last week, we noticed that the authorities there have done just that with some success in certain residential areas. It may not be a popular decision, but can we afford the luxury of grass verges these days with so many cars in each household - a situation that is not going to improve, but worsen?

We appreciate that the verges are regularly cut during the growing season - which costs us money - but they still look unkempt, with no funds available to attend to the weeds and ragged edges of grass growing across pavements and kerbs. Let us put them to a more practical use. Hopefully, at least, some streets and areas around the town would look a great deal tidier.

I have been looking at the proposed new waiting restrictions in rook tree lane, brayes manor and the green.

I understand why restrictions would be looked at because of the chaos that often ensues re parking by parents taking and collecting children from st Mary's school.

I strongly disagree that this policy would help matters. It would cause e vehicles that park in the proposed restricted areas to park even further afield along the road, meaning it would make matters even worse with one side of the street being blocked for such a distance that vehicles trying to go up rook tree lane from the direction of the green will have so much trouble waiting for the other side of the road to be clear so they can pull out, that the congestion will be worse than ever.

It is a short sighted attempt at a solution to the problem.

It is clear to me that the best solution would be to create a car park for the school. I quote as an example Darwin school, in Henlow that I frequently pass, which has a purpose built car park , it would be chaos along the road into henlow if all the vehicles using the school parked on the road .

there are 2 possible sites. the best one being on the land next to the school. the area of land left free for public use is so large here, that I cannot see why using a chunk of it for a car park would create any problems to the dog walkers and general walkers who cut through the footpath to the areas at the back of the school? How cold you argue that having a little bit more green there is more important than making it much safer to drop our children at school. the other site I propose is the field next to the old roecroft school site on church street that is being redeveloped. I don't know if there are plans to use it with the new building, but if not it would make a good alternative.

a car park is the only safe, community friendly solution to the problem, and quite frankly I cannot believe it has not been sorted out years ago.

I would like to be informed of any meetings re the proposals as I would lie to attend to strongly put across my views.

I am writing to object to the new parking control proposals on Brook Street and Copice Mead.

I have recently moved to the area and must say I am confused to the need for any restrictions when it comes to parking in the area. The road as a whole is extremely quiet with few cars using it as a through road thanks to easier access using the bypass. For the past 2 weeks since moving to xx Brook Street I have seen a handful of cars parked along the proposed restricted area and the only times it has been busy was on Sunday 18th May when parking was used by teams playing football in the nearby park and a few evenings when the bowls club was active. I have never seen a queue of traffic at all.

I fail to see how the proposals address the concerns for road safety and traffic flow improvements. If road safety was the concern then I suggest slowing cars using speed bumps would be a more suitable solution. The fact that the proposals suggest a no waiting at any time policy seems to me to be a severe reaction to an extremely small issue.

For me personally, as the proposals only start from the western flank of my property on Brook Street this means I am likely to see the area directly outside of my house become very busy for parked cars where currently it is not usually used by anyone, this concerns me as we plan to start a family in the immediate future and the inherent dangers this brings.

I hope that this proposal will be reviewed and reconsidered based on the reasons above. I would very much be open to a more direct consultation and feedback session if that would be more useful and could lead to a quick resolution.

I also noted that there is an intention to put yellow no parking lines on Arlesey road between the lights at Hitchin rd and Vaughan rd ,the cars that normally park there act as traffic calmer's and make it easier to get out of Vaughan rd onto Arlesey rd if they parked on the other side it would restrict the visibility and increase the danger level.