
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 13 October 2014

Subject: Shefford Road, Clifton – Consider Objections to Proposed Raised Tables and Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of Raised Tables and Waiting Restrictions near Samuel Whitbread Academy, Shefford Road, Clifton.

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

Public/Exempt: Public

Wards Affected: Clifton

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

This proposal supports the following council priorities:

- Enhancing your local community – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.
- Promote health and well being and protect the vulnerable
- Better infrastructure – improved roads, broadband reach and transport

Financial:

The overall cost of the scheme will be approximately £57,000.

This scheme is funded from a Local Area Transport Plan (LATP) allocation of £40,000 which has been added to by 10 separate S106 contributions totalling £17,009.

Legal:

Section 106 contributions have been secured from a number of sites within the parish of Clifton. The earliest claw-back date for these contributions 27th September 2021 and the latest is 10th February 2024.

Risk Management:

Should the contributions not be spent on sustainable transport and the cycle network before the claw-back dates the contributions may have to be returned to the developer. In this event this would potentially leave us with a budgetary liability for abortive costs and any money we have already spent to construct elements of this scheme.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, in particular pedestrians, cyclists and vulnerable road users in on route to and from Samuel Whitbread Academy.

Sustainability:

The proposal will support and encourage walking and cycling in line with approved CBC policy. Also, a reduction in vehicle speeds will result in lower vehicle emissions

RECOMMENDATION(S):

- 1. That the proposal to install three raised tables in Shefford Road, Clifton be implemented as published.**
- 2. That the proposal to introduce waiting and stopping restrictions in Shefford Road, Clifton be implemented as published.**

Background and Information

1. Shefford Road (The old A507) is a 7.5m wide single carriageway road that consists of two lanes. The road is currently restricted to a 30mph speed limit as it is located outside Samuel Whitbread upper school and in a residential area.

Due to the width and nature of the road, vehicles are often found travelling at speeds above the legal limit. This has been deemed unsafe and therefore traffic calming measures have been requested.

The proposals include reducing the speed limit of the road to 20mph during school hours using 20mph signs with automatic timers. Also physical traffic calming features are to be incorporated to reduce vehicle speeds. These features include 3 raised tables and formalised parking bays.

A number of parents and children cross Shefford Road to access the school during opening hours. An investigation was carried out to identify and locate the desired crossing points for pedestrians. Raised tables are to be introduced at the desired crossing points along with tactile paving to create a safer uncontrolled pedestrian crossing.

Vehicles are often parked on both sides of the carriageway during peak hours. This creates a bottle neck where oncoming vehicles are unable to pass. It was also noted during the investigation that motorists were parking in front of driveways, preventing residents from entering leaving their property. To address this issue, formalised parking bays will be introduced on the southern side of the carriageway, and a proposed single yellow line will be used on the northern edge of the carriageway to prevent vehicles waiting, Monday – Friday, 8am-9.30am and 2.30pm-4pm.

2. The raised tables and waiting restrictions were formally advertised by public notice in June and July 2014. Consultations were carried out with the emergency services and other statutory bodies, Clifton Parish Council, Shefford Town Council and the Ward Members. Residents living alongside this length of road were individually consulted.

Speed and Traffic Count Data

3. In order to understand and quantify some of the issues on Shefford Road a survey of vehicles was undertaken. This measured the volume of traffic, vehicle classification and vehicle speeds.

Vehicle Count (both directions)	
7 day average	4,431 vehicles
Weekday average	4,766 vehicles
Vehicle class summary	
Cars	92%
LGVs	6%
Motorcycles/Pedal cycles	2%
Speed (both directions; 85 th percentile)	
Weekday average	34.12 mph
Percentage over speed limit	47%

Representations and Responses

4. Two objections and four representations have been received from residents. Copies of the correspondence are included in Appendix C.

5. One objection relates to the raised tables. Two residents support the installation of the raised tables, but one of them suggests re-locating one of them. The main points relating to the raised tables are summarised below:-
- a) The raised tables will create noise, pollution, delays to emergency vehicles and damage to vehicles.
 - b) The tables are unnecessary as the adjacent bends already provide adequate traffic slowing features.
 - c) Additional traffic will use Pedley Lane to avoid the raised tables.
 - d) The raised table to the east of Pedley Lane should be re-located to the west of that junction to slow eastbound traffic outside the school and before it reaches Pedley Lane.

The Highways team's response to the points above is as follows:-

- a) The raised tables have been designed and located in accordance with all relevant legislation and technical guidance so any negative impact on adjacent residents should be minimal. The designs are acceptable to emergency service vehicles and there is no evidence that such measures cause damage to vehicles providing that drivers approach them at reasonable speeds.
 - b) Speed data collected on the site clearly shows that the adjacent bends do not adequately operate as traffic slowing features. Speed data gathered show average speeds at the 85th percentile to be in excess of 34 mph, which is above the speed limit at this location. The data collected does reflect that westbound vehicle speeds are slightly lower than eastbound vehicle speeds, however 40% of vehicles are still in excess of the speed limit having negotiated the 'S' bend.
 - c) The traffic calming measures have been designed to bring about a noticeable reduction in vehicle speeds, but are not felt to be so severe in terms of design or number that they would lead to drivers seeking alternative routes to avoid them.
 - d) The proposed raised tables are located in strategic positions that coincide with the pedestrian desire lines.
6. Two objections (one of which is also opposed to the raised table) and four representations relating to the parking restrictions have been received. The main points relating to these are as follows:-
- a) The proposed no waiting will force more drivers to park to the east of the restrictions near the Pedley Lane junction. This will lead to congestion and double-parking on that length of Shefford Road.

- b) The parking area on the south side of Shefford Road will create vehicular conflict, congestion and difficulties for drivers turning into and out of the Cotton Fields side road. The parked cars will result in difficulties for pupils and residents wishing to walk across the road. The parking bays should be shortened, so that they do not extend so far east and hence not encourage parking near to the Cotton Fields junction.

Bedfordshire Highways' response to the points above are as follows:-

- a) The waiting restriction proposals have been tailored to manage parking outside the school, primarily at the start and end of the school day. It is felt that they will address the main issues that we are aware of. It is difficult to predict with any certainty what the knock-on effect of those will be in terms of transference of parking to other roads. The parking will be monitored after implementation and further restrictions considered if necessary.
 - b) Shefford Road is sufficiently wide to allow opposing vehicles to pass if there is parking on one side of the road, which is what the proposed restrictions seek to achieve. The parked cars would be on the opposite side of the road to the Cotton Fields junction and given the width of the road this should not create any significant difficulties for turning traffic. We would not recommend a prohibition of parking on both sides of Shefford Road as this would lead to greater migration of parking to other streets. In addition, by presenting drivers with a clear road it is likely that traffic speeds would increase. This would not be desirable in the vicinity of a school.
7. Bedfordshire Police do not object to the proposals, but have expressed concerns that the relatively small number of traffic calming features and removal of parked cars will result in poor compliance with the proposed advisory 20mph speed limit. Their suggestion is that a part-time mandatory 20mph speed limit be introduced with more raised tables to aid compliance with it.

8. Bedfordshire Highways' response to the Police's above are as follows:-

An enforceable 20mph speed limit was not proposed because Shefford Road is relatively wide and straight, so it was felt that it would be poorly observed by drivers. The scheme budget is insufficient to enable more traffic calming features to be installed, so an advisory 20mph was deemed to be a reasonable compromise.

It is felt that the effects of the proposed measures should be monitored after implementation and further measures, including a mandatory 20mph limit, be considered if necessary.

Conclusion

9. It is considered that the combination of parking controls and raised tables will deliver the required road safety benefits outside the school. It is recommended that both parts of the proposals should be implemented as published, but monitored afterwards to determine whether any modifications might be appropriate.

10. If the approved the scheme works will be delivered within the current financial year.

Appendices:

- Appendix A – Public Notices of Proposals
- Appendix B – Site Location Map
- Appendix C – Drawing of Proposals
- Appendix D – Objections and Representations
- Appendix E – Bedfordshire Police comments

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – SHEFFORD ROAD, CLIFTON

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 in Shefford Road, Clifton. These works are part of a wider scheme to reduce traffic speeds and create a safer environment for all road users.

Raised Tables at a nominal height of 75mm and approximately 6 metres long, including ramps, extending across the full width of the road are proposed to be sited at the following location in Clifton:-

1. Shefford Road, at a point at the boundary of nos.220 and 222 Shefford Road.
2. Shefford Road, at a point approximately 26 metres south-east of its junction with Pedley Lane.
3. Shefford Road, at a point approximately 195 metres south-east of its junction with Pedley Lane.

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 22 July 2014.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 June 2014

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS NEAR SAMUEL WHITBREAD ACADEMY, CLIFTON

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 restrictions are intended to address indiscriminate parking, particularly at the start and end of the school day. The proposals are part of a wider scheme to reduce traffic speeds, which is intended to improve road safety near to the school and encourage more pupils to walk to school.

Effect of the Order:

To introduce No Waiting at any time on the following length of road in Clifton:-

1. Shefford Road, south side, from a point approximately 4 metres east of the boundary of nos.220 and 222 Shefford Road extending in an easterly direction for approximately 44 metres.

To introduce No Waiting Monday to Friday from 8.00am to 9.30am and from 2.30pm to 4.00pm on the following length of road in Clifton:-

1. Shefford Road, north side, from a point approximately 4 metres east of the boundary of nos.220 and 222 Shefford Road extending in an easterly direction to a point in line with the east flank wall of no.184 Shefford Road.

To introduce No Stopping Monday to Friday from 8.00am to 4.30pm on School Entrance Markings on the following lengths of road in Clifton:-

1. Shefford Road, south side, from a point approximately 48 metres east of the east flank wall of no.174 Shefford Road extending in an easterly direction for approximately 32 metres.
2. Shefford Road, west side, from a point approximately 32 metres south-east of the projection of the south-east flank wall of no.172 Shefford Road extending in a southerly direction for approximately 37 metres.

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

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 22 July 2014. Any objections must state the grounds on which they are made.

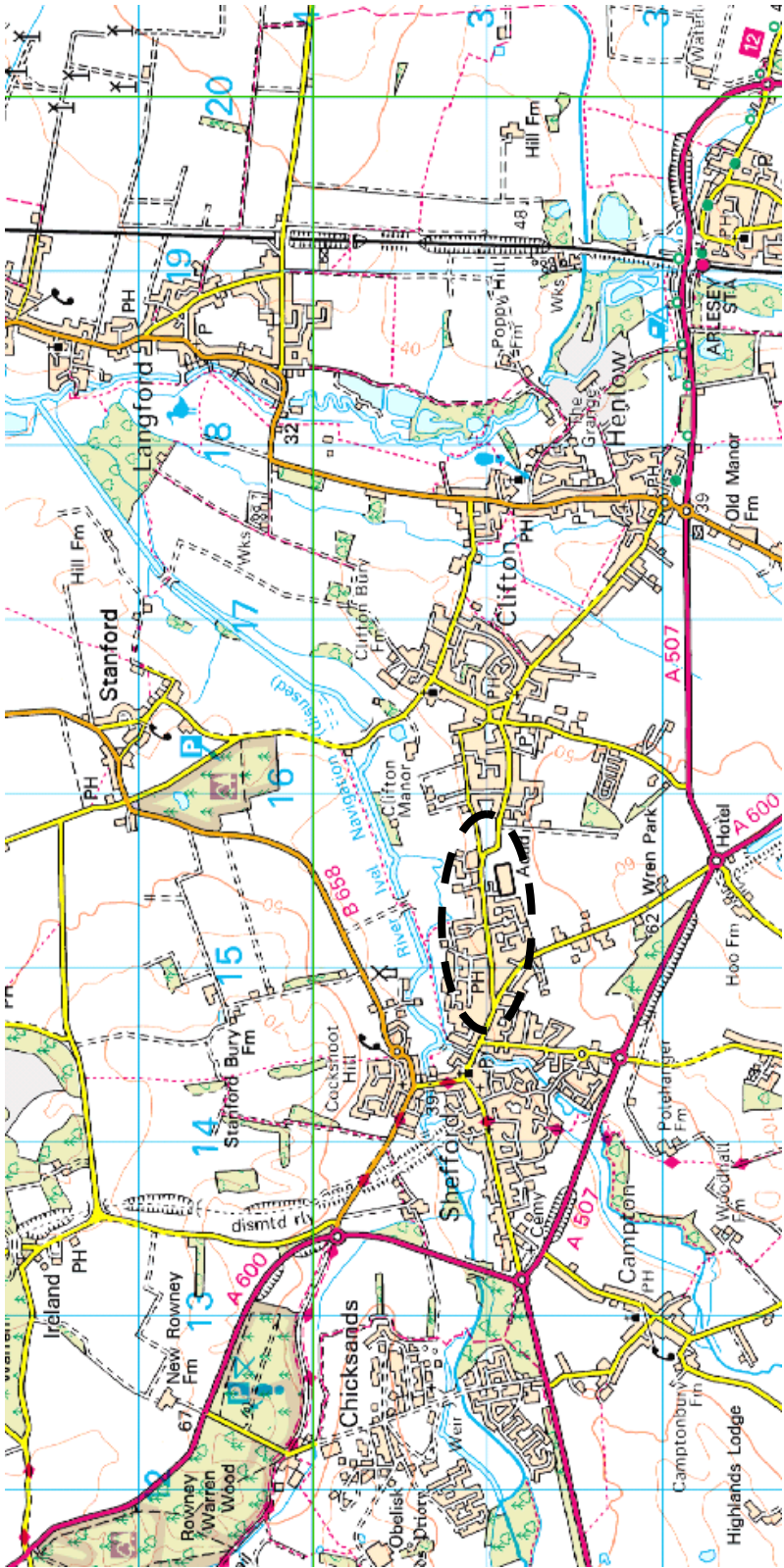
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 June 2014

Appendix B



Appendix C

I am writing to object to some of the proposals that are being put out for consultation with respect to the above public notice.

Firstly, I am happy to support both of the following changes that are in the plans

a) The introduction of Illuminated 20mph signs on timer (on during school hours) at both end of the plan drawing

b) The introduction of the proposed "no waiting" and "no stopping on school entrance markings Mon - Fri 8am - 4.30pm"

Both of these measures should help to protect the safety of the children and teaching staff at Samuel Whitbread Academy.

However, the introduction of the parking bays and the raised tables on Shefford road are wholly inappropriate to the area under consultation and in my opinion do not contribute to the stated aims of the proposal.

We have on a number of occasions complained to the Head teacher of the Samuel Whitbread Academy regarding the indiscriminate parking of parents along the south side of Shefford Road and this did improve for a while. The introduction of the parking bays will just legitimise this bad parking practice and goes against the aims stated in your "Reason for proposal" since it will not change the current issues of cars parking on the south side of Shefford Road.

More parking on the south side of the road will increase congestion and impact the passage of traffic on the road rather than "facilitate" as your proposal states. The road is not wide enough for parking bays of 1.8 m as well as allowing the free flowing of traffic, including school buses and work vans/lorries. Vehicles will have to wait at either end of the parking bays for traffic to clear to allow them to continue or force them onto the pavement to pass when the predicted congestion occurs. Further, it will reduce the safety of ALL road users (children, cyclists and drivers of all other vehicles) as it reduces the clear view down Shefford Road and increases the chance that a child may run out between two parked cars. This will lead to more of the children being brought to the school in cars rather than encourage more pupils to walk to school which again goes against the stated aim in the proposal.

Residents living in the houses on the north side of Shefford Road will not be able to cross to the South side without navigating between parked cars when they wish to use the public transport system and will therefore be putting themselves at higher risk whilst crossing the road. Residents will also have difficulties getting their cars out of their own driveways and out of Clifton Fields with the parking bays restricting access. There are plenty of elderly residents on Shefford Road that rely on the bus service to get around the community. My wife has witnessed several incidents where parked cars have prevented the safe alighting of an elderly passenger onto and off the bus. There is plenty of space inside the school grounds for the dropping off/picking up of children safely from the school and the houses on the north side of Shefford Road have plenty of parking space in their own properties. Therefore the addition of parking spaces in the plan are not needed, not safe and not wanted. I would go so far as to suggest that there is a case for the introduction of "no stopping" along the whole of the south side of Shefford Road if safety is at the forefront of these changes. I would also suggest that the bus stop is indented to give vehicles more space to pass around it safely when it is dropping off passengers.

With regard to the raised platforms, there are plenty of well known issues with these traffic calming measures, including noise and environmental pollution, increased time for emergency services to respond, damage to council and residents vehicles which have been mentioned both in the press and I'm sure at other council planning meetings.

Leaving those aside, your stated aim is to reduce traffic speeds and create a safer environment for all road users. However, there is already a passive traffic calming measure along this road in

the form of a massive "S" bend which already reduces the speed of traffic in the area to reasonable levels. The introduction of raised platforms is unlikely to significantly change the speed in this area and is therefore a waste of money and will have a negative impact on the day to day life of the residents. This negative impact is likely to make more vehicles go down Pedley Lane rather than go over the two raised platforms on the way to Clifton. Currently, Pedley Lane is a quiet lane which lots of people use to walk their young children to schools in Clifton, cycle along and ride horses away from the amount of traffic on the main road through the village.

Your proposals will put the safety of these people at risk without improving the safety of anyone going to Samuel Whitbread. I note that there is no statistical data on road traffic accidents in the consultation pack. I have lived in the area for a fair while and cannot recall a single accident on this stretch of the road. I would be interested in seeing your data for the **specific area of the plans** so that it can be verified and the impact of the plans properly measured.

If you truly want to improve the safety of the area then I would suggest that you need to introduce some safety islands in the middle of the road at the proposed raised table nearest Pedley Lane so that children don't have to cross two lanes of traffic to get to the other side. This should also have your desired effect of further reducing the speed of vehicles travelling along the road. On a daily basis we witness children part way across the wide road when a car comes round the "S" bend.

Hopefully the suggestions above will contribute to a better plan than the one currently under consultation.

Please notify me of the date when the council will be discussing these plans further so that I can attend in person.

With regards to the proposed raised tables on Shefford Road I would like to formally submit my objection. However I must make it clear that the objection pertains to the new proposed parking restrictions and NOT the raised tables.

I feel that the raised tables will be a great improvement to the local road network and will be very affective in reducing the traffic speed along Shefford Road. However, I strongly object to the parking restrictions being imposed between these tables. The reason for this is that with the new restrictions in place this will mean greater congestion and double to triple parking along Shefford road further south east from No172 to 164 on both sides of the road. The design of the parking restrictions has therefore just created a greater parking and congestion problem further south east along Shefford road and this is not acceptable. Amey acting as your designers under the obligations under CDM have a duty to ensure they do not impose or transfer any new risks with their design and this is what they have done here.

I feel that the design should have the raised tables and then remove the parking restrictions and / or ensure there is suitable parking for parents outside Samuel Whitbread. To have dedicated parking bays each side of the bus stop is just not sufficient for a school with 1600 pupils and therefore the Amey design has not removed the hazard from the road network.

I hope this is taken into account and the parking restrictions are removed.

With reference to the above proposal we would like to comment on the proposed parking bays shown on your plans. We feel that they extend too far to the east on Shefford Road. This will make cars cross the areas of diagonal stripes (rule 130 cars should not enter unless necessary).

We know these will be authorized parking spaces but under normal circumstances parking in this area would not be allowed within 10 metres of the junction and when taking into consideration there is a double junction side by side this must surely cause problems.

Exiting the road from 172 to 186 Shefford road under current circumstances is hazardous enough having to take into consideration the current two way traffic, cars pulling out from Clifton Fields only looking to their right for traffic, cars driving at speed from Pedley lane, (this we can foresee continuing to happen as that traffic will not have come under the influence of the calming measures,) and then we have pedestrians who do not look to see if anything is exiting our road. Add to this limited visibility on the approach to the main road.

At the present time if any vehicles are parked on Shefford Road if a bus or lorry is passing these vehicles there is no room for oncoming traffic and having such a long line of parking bays there is no possibility of being able to pull over to let traffic pass.

I notice that the 3 proposals are for No Waiting or restricted waiting areas in Shefford Road but no mention of extended parking bays. However the attached plan shows parking bays extended west along Shefford Road to a point beyond the entrance /exit to Clifton Fields .

This appears to be an error as it is already difficult to exit Clifton Fields without having the opposite carriage way blocked by parked cars. As the parking bays are not mentioned in the Public Notice, and would obviously be dangerous I assume that these are not going to be part of the proposal.

(follow-up email below)

Whether or not the parking bays are included in the public notice is not relevant. The problem is that they will obstruct the exit and entry from Clifton Fields. The parking bays need to 'end' at least 25m to the west (towards Shefford) as there has been 2 accidents already caused by traffic exiting Clifton Fields into the pathway of other vehicles. It is just a bit of commonsense and will only result in the reduction of parking bays by approx 5 spaces at the very most.

I am very concerned about the style of the raised tables mentioned. Can you please confirm if they are to be of the same structure as the recently provided ones in Ivel Road Shefford, as these are hideously severe and shake any vehicle beyond what is expected at whatever speed you attempt to traverse them.

I also did not see any mention of parking bays in the Public notice, I must therefore assume they are not now part of the plan?

Although if the bays are still to be provided across the exit / entrance to Clifton Fields and the exit / entrance to numbers 192 -182 Shefford Road which already converge onto Shefford Road at the same point, it will make the road more dangerous than it is already.

At present I have to pull across the Clifton Field junction to reverse into my drive, now with the far side carriage way blocked with proposed parked cars, traffic arriving round a blind corner, traffic exiting Clifton Fields and not looking left, well you can imagine the chaos for cars and pedestrians as avoiding action is taken.

We already have daily problems with the Clifton Fields access road so would it be possible for someone to come out on a site survey to discuss the issues and a possible solution for us with the possible construction of a side entrance to 186 Shefford Road from the Clifton Fields access road to alleviate at least one major issue.

I am a resident of Clifton Fields which adjoins Shefford Road in Clifton and as such I was very interested to read about the proposed Traffic Calming Proposals along Shefford Road. I am in full support of any traffic calming measures which will reduce the speed of vehicles passing along this stretch of road. As a parent of 2 young children who attend the nursery within Samuel Whitbread School grounds I am very keen to see vehicle speeds reduced along this stretch of road. I walk the route most days and often witness vehicles in excess of 40 mph.

My comments on the proposed scheme are, as follows:

- The 'waiting area' proposals seem very satisfactory and I have no comments on these other than to see it implemented.
- The 'raised tables' proposals I feel would not quite achieve the reduction of speed along the main stretch of road outside the school. This particular stretch is the most hazardous with cars pulling out of the school junction, children crossing the road to the nursery etc. and it is also where most vehicles are seen to speed. The majority of these speeding vehicles are travelling East towards Clifton. To take this into consideration I would propose that the raised table situated close to the junction of Pedley Lane should be moved so that it is visible much earlier to vehicles travelling East. ie. move it to the other side of the Pedley Lane junction. I feel this would reduce the speed of vehicles as they travel along Shefford Road past the school. It would also reduce speeds before the sharp right hand bend in the road and before the 'blind' pedestrian school entrance on the right hand side.

Please could you let my comments be noted.

1/6/2012

Appendix D



Proposed Raised Tables – Shefford Road, Clifton

<p>This Authority has considered the proposals as outlined in your email plus attachments dated the 27th June 2014 and offer the following comments for further consideration.</p> <p>Comments</p> <p>It is anticipated that with the available road space between the three raised tables and the absence of parked vehicles, motorists will momentarily reduce their speed to negotiate the table features then fail to comply with the advisory 20mph. It is requested that consideration be given to implementing a part time mandatory 20 mph speed limit, with raised tables that are positioned to create informal crossing points but sufficient in numbers and constructed to cause compliance of the reduced limit. A mandatory limit will be consistent with proposed reduced speed limits in neighbouring areas plus enable the community speed watch members to monitor traffic speeds, with attention given to any breaches, contributing to road safety.</p> <p>In the attached plan there does not appear to be signage of the reduced speed limit in Pedley Lane for motorists entering Shefford Road, the only feature that the motorists will encounter, should they travel towards Shefford, is at the conclusion of the advisory limit having passed the vulnerable school entrance.</p>	<p>X</p>
<p>This Authority has considered the proposals as outlined in your email with attachments dated the 27th June 2014, together with the reason(s) given. The use of raised tables is accepted by this authority, it is requested that consideration is given to the point above. No objection will be offered to the use of raised tables.</p>	<p>X</p>

Name: - ...Steve Welham.

Address ...Traffic Management Officer.
 Bedfordshire Police,
 Traffic Management Unit,
 Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit,
 Halsey Road,
 Kempston, Beds.
 MK42 8AX

Signed:- ...S. P. Welham.

18th July 2014.



Proposed Waiting Restrictions – Shefford Road, Clifton

<p>This Authority has considered the proposals as outlined in your email plus attachments dated the 27th June 2014 and offer the following comments for further consideration.</p> <p>Comments</p> <p>The use of waiting restrictions is accepted by this authority, therefor no objection will be offered. It is possible that in the absence of parking obstructions and despite the proposed raised tables that form part of this scheme, vehicle speeds will increase particularly in the vicinity of 200, Shefford Road which may lead to a request for additional calming measures.</p>	<p>X</p>
<p>This Authority has considered the proposals as outlined in your email with attachments dated the 27th June 2014, together with the reason(s) given. The use of waiting restrictions is accepted by this authority, therefor no objection will be offered.</p>	<p>X</p>

Name: - ...Steve Welham.

Address ...Traffic Management Officer.
 Bedfordshire Police,
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Signed:- ...S. P. Welham.

18th July 2014.