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

Date: 4 February 2016

Subject: Front Street and Markyate Road, Slip End – Consider Objections to Proposed Raised Tables

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 in Front Street and Markyate Road, Slip End

Contact Officer: Nick Chapman
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Public/Exempt: Public

Wards Affected: Caddington

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by reducing traffic speeds in Front Street and Markyate Road, Slip End.

Financial:

The works are being funded via the Rural Match Funding (RMF) scheme where Council funding is matched by Parish Councils.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

None from this report

RECOMMENDATION(S):

That the proposal to install raised tables in Front Street and Markyate Road, Slip End be implemented as published.

Background and Information

1. There have been longstanding concerns about excessive vehicle speed and related safety issues in Slip End. As a result, the Parish Council has used the Council's RMF scheme to help fund a comprehensive programme of traffic calming within the village. The tables in Front Street and Markyate Road are part of this programme.
2. Following a public consultation, the first phase of traffic calming works was constructed between October 2014 and September 2015. These works included traffic calming measures, controlled and uncontrolled pedestrian crossings, waiting restrictions and speed limit extensions. The works were designed in discussion with the Parish Council and had the aim of reducing traffic speeds and improving the pedestrian environment.
3. The proposed raised tables in Front Street and Markyate Road form a second phase of works and have been designed following a period of monitoring of the impact of the initial phase. It had been expected that additional works may be required should monitoring show levels of compliance and behaviour required further modification. As vehicle speeds in Front Street remain excessive the provision of a raised feature, as initially envisaged, was proposed. The proposal to replace the chicane on Markyate Road with a raised table is in response to public concern following evidence of poor driver behaviour.
4. The proposals were formally advertised by public notice in December 2015. Consultations were carried out with the emergency services and other statutory bodies, Slip End Parish Council and the Ward Members. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

Representations and Responses

5. A total of 28 representations were received. All respondents made reference to Front Street and several also commented on the Markyate Road proposal.

In respect of Front Street, almost all of the objections were to the proposed alterations to the existing kerb build-outs. The proposed raised tables in Front Street attracted 12 objections and the proposed raised table in Markyate Road attracted 3 objections.

Several respondents expressed support for traffic calming measures and suggested that more should be done to ensure compliance with speed limits.

It should be pointed out that the Council is required to publish statutory notices and formally consult on proposed raised features, such as tables. The Council does not have the same obligation as regards to simple kerb build-outs.

6. Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:

Front Street – Modification to Kerb Build Outs

- a) That the kerb build-outs constructed in Phase I of the works on Front Street at the junctions with New Street and Old School Walk obstruct visibility for drivers emerging from the side roads.
- b) That the build-outs hamper turning movements in and out of these side roads and restricts the width of Front Street to through traffic. This creates conflicts between opposing vehicles and has resulted in several near misses with drivers forced to mount the kerb and drive on the footway.
- c) That the extension of the build-outs and the marking of the bays alongside the allotments will further exacerbate this situation.

Front Street Raised Table

- a) That the proposed raised table will add to these access/egress difficulties and conflicts described above.
- b) That the existing raised tables provided as part of the Phase I works are too high and create unacceptable noise.

Markyate Road Raised Table

- a) That the existing raised tables are too high and create unacceptable noise and hindrance to traffic and that any additional features should be lower in height.
- b) There is some support for the removal of the existing chicane and provision of a raised table.

7. Bedfordshire Police has raised no objections to the advertised proposals.
8. Central Bedfordshire Highways' response to the points above is as follows:-

Front Street – Modification to Kerb Build Outs

The Phase I scheme was designed to regularise parking in Front Street and to improve visibility for traffic emerging from side roads. The kerb build-outs and associated double yellow lines adjacent to the junctions ensured vehicles cannot park immediately at the junctions, as has previously been the case. However, while the scheme did improve the situation the benefits are considered marginal, hence the reason for the modifications as part of the Phase II works.

It is accepted that as properties in Front Street do not have the benefit of off-road parking there is a need to accommodate on-street parking and that site constraints dictate that this parking will create visibility issues.

The changes to the built-outs and management of parking will cause some minor hindrance to through traffic in the interests of moderating traffic speeds. This will cause some vehicular conflict and introduce very short duration delays to through traffic but with the benefit of helping to reduce traffic speeds.

Front Street Raised Table

The proposed raised table will lower traffic speeds, helping to mitigate safety concerns.

Markyate Road Raised Table

The representations received in relation to the raised table in Markyate Road relate to technical issues as to its construction rather than outright opposition to its provision.

Table Construction

The authority constructs raised tables in accordance with regulations, statutory guidance and accepted best practice. The height of the tables in Slip End, at 75mm, is deemed to be the best compromise between achieving good speed reduction whilst minimising undesirable side effects.

Conclusion

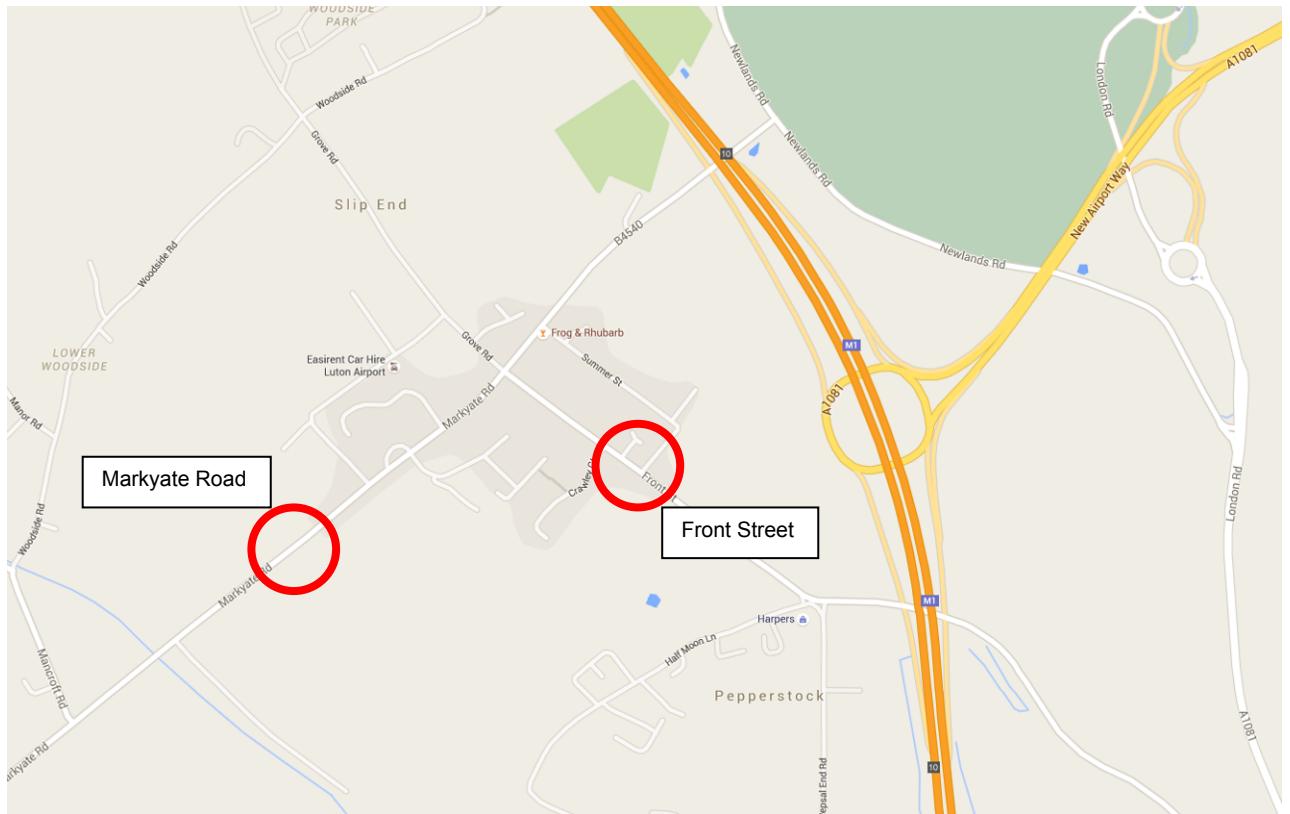
9. It is the view of officers that that the proposed measures will prove effective in addressing long standing issues with excessive vehicle speeds and on-street parking in Front Street. The replacement of the chicane on Markyate Road will address issues of concern about poor driver behaviour while continuing to moderate the speed of traffic entering and leaving the village. It is therefore recommended that the raised tables and associated works be implemented as published.

10. The works have the support and are being part-funded by Slip End Parish Council and if approved, are expected to take place within the forthcoming financial year.

Appendices:

- Appendix A – Location plan
- Appendix B – Drawing of Proposals
- Appendix C – Public Notice of Proposals
- Appendix D – Representations

Appendix A



PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – MARKYATE ROAD AND FRONT STREET, SLIP END

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 Markyate Road and Front Street, Slip End. These works are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

Raised Tables at a nominal height of 75mm and approximately 8.25 metres long, including ramps, extending across the full width of the road, except for drainage channels, are proposed to be sited at the following locations in Slip End:-

1. Markyate Road, centred on the boundary of property nos.94 and 96 Markyate Road.
2. Front Street, at a point approximately 15 metres south-west of its junction with New Street, measured from the centre of the junction to the centre of the proposed raised table.

Further Details a drawing 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 Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 15 January 2016.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

24 December 2015

Appendix D

Raised tables slow traffic but as exiting New Street is a blind turn, further suggested parking towards the allotments will hamper even more.

Also parking opposite nos 80, 82, 84 ,86 Front street {where the road is narrower} will very much impede entry and exit to our properties.

It has also been noticed that some cars are parking in the new allotted spaces for days on end and we fear this could be Airport customers.

While we strongly resent any parking opposite our house, we feel a further raised table as one enters Slip End after the Harpers bend and before the allotments gate, may discourage speeding.

We write with great concern and against the road safety works that have already been carried out last year and your proposals to extend these for the following reasons:

1. Firstly the public notice is very misleading and does not cover all the proposed works i.e. the extended build-out or parking bay. As residents whose property is opposite one of the proposals we have not been notified; nor were we notified of the original parking bay, so did not have an opportunity to express our concerns previously.
2. Since the original works were put in place it has made Front Street a more dangerous place to live and drive down. The build-out at New Street has now created a totally blind bend when vans, which park there daily, are in the parking bay. Cars turning left from New Street now have to turn into the path of on coming traffic. My neighbour who has CCTV and has lived at his property for nearly 50 years has evidence of at least 8 incidents at this junction, since the works were completed in 2015, compared to just 2 others in over 40 years. This does not include all the near misses. We ourselves have witnessed three incidents alone. This statistic in itself is of grave concern. It's not if, but a question of when, a serious accident will occur at the junction. One only has to inspect the kerb edges to see all the marks left where they have been hit.
3. During the rush hour it is common to have a small queue of cars outside our house due to the bottle-neck parked cars in the bay create. Cars speed up to push through, mount the grass verge, hoot and drivers have been heard to shout at each other. We never had this road rage before the works and why should we put up with it, and worse, now.
4. We struggle during these times to turn into our drive and both we and our neighbours have had to occasionally drive along the grass verge to turn or else bring traffic to a complete halt in both direction. My neighbours often struggle to swing out of their drive with the confines of vans and cars in the parking bay. One has even hit a parked car.
5. The current parking bay on Front Street has reduced the carriageway to a single lane. There are currently no warning signs of this. To extend the bay further would require traffic lights for drivers to negotiate the stretch safely. Clearly the council have not given any consideration whatsoever to this.
6. With the build-out coaches and larger vehicles can no longer swing from Front Street into New Street without mounting the pavement or have to park in Front Street with the public having to carry up trays of food, goods etc. to them.
7. These large vehicles, the vans which now park in the bay daily and cars which park there now park partly in the bay and partly across the path. This is because the road is not wide enough or safe enough for two cars to pass each other with a parked car in the road. I have seen mothers with buggies and a disabled gentleman on a mobility scooter having to try and negotiate these hazards. The path is for pedestrians not vehicles but you have created this problem.

8. Since the parking bay was painted in, several cars have been left there for 10 days at a time, whilst the owner goes on holiday from Luton airport. It is much cheaper to park there and get a taxi to the airport than pay their parking fees. With the extension of the airport this is only going to increase and with the proposed extension to the parking the Council is inviting them to do so. The proposed permit scheme suggested by the Parish Chairman to stop this would be both expensive and inconvenient to all residents.
9. Whoever thought up the idea of a raised table between New Street and School Walk obviously have not experienced the bottle-neck which occurs there daily. They only have to look at the churned up verges between this area, from 58-68 Front Street, to realise a hump in the road will only add to the problems created there from the original works. It couldn't be in a more dangerous or crowded area to install one. The person who thought this up must be the same one who proposed the extremely dangerous chicane and illegally raised humps on Markyate Road.

In conclusion, what we find extremely disturbing, is that what is proposed by squeezing the width of the road, lacks any professional insight in connection with traffic safety. Moreover, by extending the parking bay area along Front Street, will be creating a traffic hazard endangering life. This will be seen as neglect by yourselves when the accidents happen and build. It will then be seen that you must be held responsible. All we can do for our part, is to make you aware, herewith, so that you cannot say at a later date, you were not informed of the hazard you have created. In short, you have made a bad situation worse! It is viewed as being totally irresponsible, lacking a duty of care to safety and life, which is paramount. We cannot allow this to happen. This being uppermost in our minds as it should be in yours as a campaigning road safety council.

I object to further ramps on Markyate Road and Front Street in addition to the already dangerous ones and extended parking spaces already in the village. I also question why this further cost is being incurred when presumably consultants and contractors have recently been paid by the Council to install the existing ramps and the original plans would have been considered adequate. We now face paying more consultants and contractors for un-necessary works.

We now have the ridiculous situation of traffic entering the main roads from side streets who are unable to see oncoming traffic and have to exit into the path of oncoming traffic.

I have experienced traffic coming to a standstill when buses/lorries try to pass on either street as there is now insufficient room and traffic having oncoming vehicles on their side of the road. This is Highways 'safety' gone mad. Drivers are not even warned of the substantial tank traps you have now set in the roads. One wonders how much cost the Council will face from drivers with damaged steering or wheels in the future let alone spending further tax monies on something completely unnecessary.

Additionally, even in Prebendal Drive we now have the constant sound of the 'thump' of heavy vehicles hitting the ramps which must be even worse for those directly on the affected streets.

In summary, I object to the ramps and do not want them built because:

- They worsen safety on the roads
- There is no benefit to the already inserted ramps
- The unnecessary cost to the tax payer now and in the future
- Traffic being stopped unnecessarily as insufficient room for larger vehicles and increased risk of accidents
- Additional noise in the village due to passing traffic hitting the ramps

I am writing regarding the recently announced proposed additional works. Was rather surprised at the short period for comments bearing in mind Xmas & New Year.

Firstly, I am pleased that the chicane in Markyate Road is to be removed and replaced by a raised table. I would have thought the provision of a raised table was the obvious initial step to have taken. The chicane was sited on the wrong side of the road to slow traffic entering the village, where the majority of premises are sited also the School.

I must however object most strongly to the majority of changes in Front Street. The previous changes i.e. build out at junction with New Street coupled with the provision of the southerly parking bays created a major hazard. With cars parked in the bays for various reasons including Learning Drivers and people going on holiday for a week or two, it has been extremely hazardous exiting from New Street. I have personally had a couple of near misses with speeding cars both entering and leaving the village.

I respectfully request that initially only the raised table be provided in Front Street and the effects of this be fully evaluated before any of the other works are considered.

With reference to the statutory notice regarding more traffic calming in Front Street, Slip End. Could someone please tell us what the logical reasons would be for extending the parking lines right up to the allotment gate? This would make the road more narrow for moving traffic if cars are parked there and when there is an accident on the M1 the volume of traffic increases dramatically through the village. This idea would also cause problems for getting in and out of our driveways plus for people coming out of New Street. We cannot see that the council is going to widen our driveways to make it marginally easier for us to get in and out! Although we agree the need for traffic calming in Front Street we really do not think that this is the answer, so we are both really opposed to this plan.

My family and I are writing to outline our objection to the proposed raised table and parking area on Front Street, Slip End near to the junction with New Street.

We have been residents of Front Street for over 5 years and as a result have a good overview of the how the village roads are used and the ever increasing issues surrounding speeding, inconsiderate driving, and parking. I have raised these concerns at the local parish council meetings.

Firstly, I should like to make it clear that I fully support attempts to address the "speeding" issue and I am pleased that the development process has gained momentum and that some alterations have already been undertaken. It is not my intention to undermine the contributions made to date although the works carried out so far are questionable.

There are clearly a number of issues in relation to the works already undertaken and the proposed works brought to my attention recently. My primary concern is with the poorly constructed "speed humps" that have already been installed and the fear that future instalments will be constructed in a similarly poor manner. When the humps on Markyate Road and the section of the B4540 were first opened they were like walls - They all but stopped the traffic altogether! With time they have worn and sunk slightly but are still very fierce. The result is that drivers are forced to slow down too much and as a result become frustrated and can often be seen accelerating excessively away from the hump once clear of it. In essence, although the humps are technically slowing the traffic to a point they are not

an effective means of reducing the overall speed of traffic through the village and in some cases clearly lead to frustrating drivers into driving more erratically. The humps on Markyate Road are poorly constructed and there are not enough of them. You cannot rely upon one or two humps placed half way down the road and expect them to reduce speed throughout the village. The humps need to start on the fringes of the village and continue along the entire length of road otherwise they become ineffectual.

In essence, the Markyate Road humps that have already been installed are too high and abrupt and too infrequent to provide effective speed enforcement! As such they are seen by many as a hindrance.

I am not anti speed humps. In fact, it would be fair to say that I am quite in favour of them. My understanding of speed humps is that when they are well constructed and regularly placed along a whole section of highway they are probably one of the most effective ways with which to reduce speed. Furthermore, other than the initial cost to install, they are relatively cheap to maintain and are a fully functional 24/7 deterrent. The example of a good speed hump installation that I am always drawn to is that of Lemsford Village near Welwyn Garden City. I use Lemsford on a daily basis as a cut through, much the same as many use Slip End. What I can say is that due to the successful installation of the humps the traffic is held at a very reasonable 20 to 25 mph due to there being regularly spaced humps along the entire length of the road. In my opinion this has been very successful.

Slip End would benefit greatly under a similar plan!

In addition to the speed hump issue is that of the parking - The alterations carried out to the junction of Front Street and New Street have caused no end of problems. This sentiment has been relayed to me on many occasions by a number of different people who basically can't see anything when stopped at that junction. The creation of the additional parking along Front Street from New Street toward Pepperstock will only make a bad situation worse. It will further narrow the road and encourage drivers to accelerate out of the village toward Pepperstock rather than slow down for oncoming traffic entering the Village in the opposite direction. This is a problem that has already worsened since the additional parking and junction extension was completed at New Street. By extending the parking along Front Street near to numbers 78, 80 etc you will effectively create a dangerous bottleneck. It is an ill conceived "cheap fix" to the speeding issue. Furthermore, the parking area will also be very attractive to airport users who do not wish to pay for long term parking.

I would urge anyone who may question the concerns raised in my letter to come to Slip End and see it for themselves. I am becoming ever more frustrated by the actions of many drivers who use Slip End on a daily basis. I am in full support of speed enforcement throughout Slip End. However, these additions are unsatisfactory and will potentially exacerbate an already contentious issue. I urge you to rethink your proposals and seek the additional funding to install a more satisfactory alternative.

I am writing to strongly object to the measures proposed in Front Street. The build outs at New Street were recommended to make it safer turning out of New Street into Front Street but because you then put a parking bay to the Pepperstock side of New Street it has in fact made it more difficult and dangerous when turning out of New Street because you cannot now see either way! To increase this bay up to the allotments will only compound the problem. The extension of the build out will make no difference to the visibility towards Pepperstock if the parking bay attracts vans as it does now.

Because the road is narrower from New Street to the allotment gate, if you extend the build out and parking bay it will make it extremely difficult for the householders between these points to get in and out of their drives. It will also make it dangerous for allotment holders to enter and leave the allotments because they have to leave their cars part way out to open and close the gate.

The scheme is ill thought out and will only serve to inconvenience householders at this end of Front Street and will probably cause more accidents as habitual speeders put their foot down to try to beat traffic coming in the opposite direction to get through the narrow section first. I have already noticed this at the New Street junction, particularly when buses or lorries are approaching this point and cars try to get there first so as not to have to wait.

Whilst there is a need for traffic calming in Front Street I personally do not think these changes will address the issue and will probably make the situation worse. I urge you to think again.

OBJECTION

I have only today had cause to discover that notices went up about this on or about the 24th December – This when the days are at their shortest and therefore in my view an attempt at ensuring that as few people as possible know about it. Your notice does NOT MENTION THE PARKING BAY EXTENSION OR EXTENDED BUILD OUTS.

I understand that a few homeowners adjacent to the proposed table received a notice, but I and my neighbours right opposite the extended parking bay where not afforded that courtesy.

Time is clearly of the essence and I will submit a more detailed OBJECTION if time permits.

I have lived opposite New Street for 46 years and in that time only two – non injury road traffic accidents have occurred, to my knowledge, which only involved minor vehicle damage.

There have been EIGHT such low speed collisions that I a have witnessed since your projecting kerbs were put in late last year. The junction must be put back where it was originally and the ridiculous designated parking removed to allow people exiting New Street a view up the road.

There are many of the same view as myself and even the Parish Council have put it in writing that Residents do not want it.

Please register as an OBJECTION TO THE PLANNED WORK.

I have been a resident in Slip End for nearly eighteen years and can't quite believe the alterations that have recently gone ahead in the name of 'safety'.

Now I understand there are further proposals to extend the parking and put in a further 'raised table in Front Street'

This proposal needs to be shelved if any common sense prevails. I often come out of Old School Walk and since the allotted parking, one has to nose out gently because your view is restricted, from any vehicle approaching from Pepperstock. Whilst looking in that direction you are so far out into Front Street that you could easily be hit by a car approaching along Front Street from the traffic lights.

The 'sleeping policemen' or as I understand they are now called 'raised tables' outside The Frog and Rhubarb is in the wrong position so close to the Pub Car Park entrance, and the one further down Church Street opposite the Church is nothing short of lethal. In order not to damage the suspension on my car I have to slow to a crawl to negotiate it and when cars that are not local don't realise until you brake, I have nearly been hit up the back several times.

None of these so called improvements are working and I personally feel that Slip End was safer before any of these were implemented so please seriously think again.

POPOSED RAISED TABLES FRONT STREET SLIP END OBJECTION

I write to object to your proposals with regard to Front Street. The work that has already been carried out to build out from Old School Walk, has made exiting from Old School Walk difficult and dangerous. You have to inch out past parked cars to the right and it is not until you are in the middle of Front Street that you can see whether or not any vehicles are coming. You have to have your windows open, even if it is pouring with rain, in the hope that you can hear approaching vehicles as you cannot see them. You have then to turn across the other side of the street, whether turning left or right. If going left you then have check that cars are not approaching from Pepperstock as there is only room for one vehicle in the road until you get past any parked vehicles. Your proposal will make matters worse. In future, when inching out of Old School Walk and turning left you will then immediately be faced by a raised table and a longer stretch of parked cars. Surely such a table would be better, and safer, if placed by the 30mph sign as you enter Slip End from Pepperstock. A car speeding on Front Street, past New Street, would hit the proposed raised table and probably veer/crash into one of the properties to the left or the right injuring or killing anyone who happened to be on the pavement at that time and causing considerable damage to property. I am all for traffic calming measures but your proposals will make matters worse. In addition consideration needs to be given to reversing the build outs work that has already taken place. Double yellow lines at the junction of Old School Walk and front Street were welcomed but we expected those lines to extend past number 3 and 2 Old School Walk (which are in Front Street) to give clearer visibility to those exiting Old School Walk. Numbers 1-3 do not need parking spaces outside their houses as they have allocated parking spaces in the Old School Walk car park. (One property has a double garage). I have noticed that often the only people parking there are those in Front Street with large vehicles that they do not want outside their own houses.

I am against your proposals, the works that have all ready been carried out in Front Street have caused no end of problems and there have been numerous damage only incidents since your earlier works at the junction of New Street were carried out whereas prior to that there were none.

- Exit from New Street is now extremely dangerous as drivers are now unable to view any traffic approaching Slip End due to parked vehicles, especially large vans. The propose Raised Table will nothing to help the current situation. The extended designated parking will only make the whole situation worse. Front Street is now far more dangerous to negotiate rather than safer.

There has been no consultation or notice provided by Slip End Parish Council as far as I am aware and 99% of residents were unaware of this additional proposal.

This scheme needs to be abandoned, as it will cause more danger than there is at present. There needs to be more thought put into this before any final decision is made.

Additionally may I point out that the Tables all ready installed in Slip End have been measured and are in excess of the legal limit of 75mm.

Regarding your proposed raised tables in front street Slip End I have no objection to but in conjunction with the road narrowing that is already in force with the junction of new street is absolutely absurd. This junction has gone from good to downright dangerous; it is too narrow to navigate safely as there are too many parked vehicles of a large size using the new parking area on the pepperstock side of new street. Thus narrowing the road even further than was originally intended.

How ever thought up this idea needs to have their heads tested to see if there is a brain in there as I have been a professional Lorry driver all my life and never seen such a mess made of a perfectly good road as has been made of this. PLEASE PLEASE put the road back as it was without the parking bays and the widened corners and just put in the speed tables as this will reduce the speed but put back the safety of the original road. If you really want to slow the traffic down through the village put a raised mini roundabout at the junction of halfmoon lane/ pepsal end lane pepperstock.

I am writing with regard to your proposals for raised table and extending parking bays in Front Street.

I am totally against these new proposals and also wish to comment on the ridiculous works already carried out. I have to take my life into my hands every day trying to get out of my road onto Front Street. The build outs mean I have to drive onto the opposite side of the road to turn out onto Front Street and with parking both sides you cannot see in either direction, so you are in effect turning out blind. I note that the number of accidents since these works has increased by 800% from 2 in the years previous to the build outs, to 8 in the past year, and mounting!

Now not only am I expected to continue to dice with death due to an extremely badly planned and costly road change, which no one appears to want to rethink. I am now expected to put up with raised tables and an extension to the parking on Front Street which will only increase the dangerous situation.

As for putting in a chicane in Markyate Road where drivers have to pull onto the opposite side of the road on the bough of a hill, well I thought that was basic highway sense.

I think this scheme needs to be abandoned and as it will cause even more dangerous situations. I also call for the road calming schemes that are already in place to be urgently removed and the situation to be re thought.

I have heard about your proposals to add more chaos to Front Street by providing official parking right along to the 40mph sign and put in a hump.

Travelling as I do along Front Street every weekday the situation that you created late last year has mean't that cars, vans and lorries are unable to pass each other unless you have a Mini.

There is road rage at times as there are no signs informing people of the restriction or who has right away.

You have made this junction very dangerous indeed.

In 12 years I have not known a problem at the New Street junction and in my view the build outs should be removed to prevent RTA's.

Should, inadvertently another car come into contact with mine at the location I will not hesitate to make a claim on Central Beds given the amount of people who have all ready complained to the Parish Council.

I OBJECT to the proposals and request the removal of what has been put in place. My safety is paramount to me.

Proposed works at New Street Junction

My friend in Slip end has told me about your ridiculous proposals with adding more obstructive parking and ridiculously high speed bumps.

I have to use Slip End to get to work via Front Street and the situation in Front Street has become dangerous in my view.

I travel down Markyate Road and the hump at the crossing is one of the most obstructive and damaging to cars humps I have witnessed.

The chicane at the end of Slip End is ridiculously dangerous also being at the top of a hill with no warning of it what-so-ever.

Please take notice that I am registering an OBJECTION to you doing any of this scheme.

I am against some of the proposals for the traffic calming in New St/ Front St.
I am not against the table, but the exit from New St is now and will be most dangerous.
With parking bays on Front St beyond New St, the cars/vans parked there hide any traffic coming either way and to extend the parking bays to the allotment gates will add more problems to cars stopping to open/close the gate and exiting the allotment gate.
I hope you take note of peoples objections

The proposed changes in Front St and Markgate Rd will need to improve by some distance on your more recent efforts. Perhaps they were dreamed up in a pub at a late hour.

I have lived in Summer St for over 32 years, I drive in London for a living. Getting out of Summer St via Church Rd or New St/Front St has in the last year been the most dangerous part of my night's work.

Through traffic being slowed down is the aim, instead residents of Slip End are on every outbound journey put in danger. Exit Summer St on to Church Rd and you take your life in to your hands. More close calls in 2015 than all 31 years prior to that. Whoever was responsible should be made ^{to} come and attempt to get out either way during the hours of 7-9 and 4-7.

Common Sense is a rare commodity these days, sad to say.

I am informed that you intend to make matters worse in Front Street which has become a scene of conflicting traffic movements at busy times when I have to use it.

I am OBJECTING to further idiotic work and think that what you have done should be undone anyway.

PROPOSED RAISED TABLE – EXTENSION OF BUILD OUTS AND
EXTENSION OF DEDICATED PARKING ZONE

PROPOSED 75mm RAISED TABLE IN MARKYATE ROAD.

OBJECTION TO ALL THE PROPOSALS

FROM [REDACTED]

I have lived at [REDACTED] Front Street diagonally opposite New Street for **46 Years.**

I was trained, in 1969, as an advanced driver by the Metropolitan Police and the rules of the road were well known.

I am also a qualified Steam Train driver and therefore safety with me is paramount.

In the mid 1970's I worked for St Albans District Council and surrounding area resurfacing and constructing new roads together with resurfacing for the Ministry of Defence in the days when the work was carried out properly.

FIRSTLY I WILL REFER TO THE SITUATION AT PRESENT

Prior to your building out the Kerbs at the New Street junction, there had been, to my knowledge, only 3 (THREE) RTA's involving damage to vehicles and one of a very minor injury in the last 46 years, therefore, this junction had a long history of being safe and manageable.

One of those earlier accidents, almost opposite New Street, outside number 74 Front Street, was as a result of a car running into the back of a black car parked without lights or occupants on the incoming carriageway at night. This was the only injury accident and the New Street junction was not to blame.

The other two, in the last 46 years, were due to minor collisions at low speed with slight vehicle damage and no injury.

Therefore again, I remind you that the safety record for this junction WAS exemplary.

Since your work late last year there have been **EIGHT** collisions, to my knowledge, and there has undoubtedly been others that I am not aware of, on the narrowed carriageway. These results have been passed to the Parish Council and I trust that this record has been passed to you.

The most notable incident since you installed the Built Out Kerbs was that of a car taking out both nearside tyres on the New Street Build Out nearest Pepperstock.

If there have been **EIGHT** collisions in 4 months, taken as an average means 24 similar incidents in one year or 1,104 incidents in 46 years as opposed to three!

There are numerous episodes of blaring Horns at the New Street junction and you have introduced Road Rage whereas before there was none.

There is no signage advising that the carriageway narrows and the white line is set at the old centre line giving incoming traffic more of a right of way than outgoing traffic. There is, with parked cars a 70 metre stretch of carriageway that comfortably accommodates only one medium sized motor vehicle. Two transit type vehicles cannot pass. The new parking bay results in a total carriageway width of 4.1 metres which is unmanageable, unsuitable, unsafe and life threatening.

Since the New Street junction was altered it has prevented coaches from reversing down New Street to the Slip End Social club. This necessitates people carrying food, tables and chairs up New Street to Front Street.

Additionally the articulated Dray serving the club reverses down and runs over all of the projection to gain access. Our own Parish Council were not aware of the Dray deliveries. Seeing as they drink in there how did they suppose the Beer arrived! It is insufficient just to “look” at a junction and make a plan without looking at the wider issue of what vehicles use the junction.

Central Beds refuse lorries, removal lorries and tankers drive over the built out kerbs as if they were not there.

Large vans have taken to parking in the new designated parking bays and as a result there is no visibility outbound for traffic leaving New Street, indeed a vehicle leaving New Street has to have virtually all of its front end completely over the incoming traffic lane before they can see.

The large van owners are parking in the new bays instead of outside their own properties. There is no need to “provide designated parking” here.

The stretch of Front Street from New Street towards Pepperstock rarely experienced any parking except when the Social club had a function and this did not readily affect anyone too much.

There is no good reason for obstructing the Old School Walk junction with Build Outs – huge expense for what? 12 cars a day.

I NOW REFER TO THE SITUATIONS THAT WILL ARISE

I was only aware of your AMBIGUOUS notices on Friday the 8th of January as I was away for Christmas from the 23rd December until 30th December and of course you have posted them on just about the shortest daylight day.

You refer ONLY to the “Raised Tables” and not the extended build outs or extended parking which is a DECEITFULL way of going on. There was plenty of room on the notice to have included that detail.

A large number of residents in Front Street do not have access to the Internet due their age and therefore are unable to view your proposals.

Local authorities all seem to think that everyone is linked up to the Internet – Wrong!

You have issued a handful of notices to residents near to the proposed table but none of the other residents (including myself) affected by the Table, Build Outs and Parking bay which is another disgrace – we should all be treated equally and fairly.

It is clear that whomsoever has taken it upon themselves to design such a dangerous scheme has absolutely no experience of the requirements at this junction. This junction has served well over the 46 years that I have been here until you built out the two junctions in Front Street. Again I state that in 46 Years there has been NO INJURY accident due to the junction, proof therefore that motorists could happily use it quite safely. If there has not been any injury associated with the junction why make it so that it is very dangerous. There are some 130 properties in New Street, Summer Street, The Oaks and The Orchards so there are good number of people now putting their lives and property at risk through no fault of their own.

The Parish Council picked up on a few people talking about existing New Street but instead of increasing viability have done the exact opposite.

Your proposal is to extend the “designated parking bay” right up to the allotment gates. May I give you some very good reasons as to why this is a non-starter.

If you carry out the extension to the bay there will be a length of Highway approaching 100 Metres that will be only wide enough for one medium sized delivery van.

Airparks, Paiges buses and normal timetabled buses to Pepperstock will take up the whole available carriageway.

In order to pass, if conflicting moves occur, vehicles will go on our neatly mowed grass verges – I say “OUR” because we, the residents, keep these verges regularly cut – Central Bedfordshire Contractors never cut them.

Vehicles using your proposed extended parking zone will undoubtedly park with one wheel on the opposing verge causing churned up verges mud and mess – we are proud of our village entrance.

On Wednesday 13th January I had APC overnight van deliver three heavy boxes to me and therefore parked on my side of the road to unload. This coupled with a car parked on the opposite side and a Learner driver stopping, the road became impassable.

Let me put to you another likely scenario – Cars are parked all the way down your proposed parking Zone – work is going on at one of the houses opposite – a builders Merchant lorry arrives with a load of material to Hiab off – HAVE YOU GOT IT YET??? The road becomes blocked for say 15 to 20 minutes – No traffic can pass – No blue light can pass – Who would be to blame for that?

I had surgery at L&D a few years ago and I received life-changing damage – to date the ambulance has come to my house on 185 occasions. Given your unreasonable proposal, with cars parked on the allotment side and the Ambulance parking outside my house the road will be blocked for maybe half an hour whilst they deal with my problems. 20 months ago I suffered a respiratory arrest and to all intents and purposes “DIED” at home. Luckily the Ambulance crew arrived and I was blue lighted to L&D where I regained life. If that ambulance had been blocked in by traffic on either side it might have been a different storey.

Front Street sees many “BLUE LIGHT” vehicles, mainly ambulances going to the high proportion of elderly people in Pepperstock and their passage should not be compromised.

ALL RESIDENTS IN THIS LOCALITY WANT THE BUILDOUTS REMOVED or put another way I have not heard from anyone who has approved of them.

SOMEWHERE WITHIN MY 591 E-Mails with the Chair of the Parish Council lays a statement stating that if the works prove to be ineffective or dangerous or words to that effect, then they will be removed.

REMOVE THEM NOW!!!! THAT IS THE CALL.

In June 2009 I put proposals forward to the Parish council for the 30 mph Zone to be moved further back to Pepperstock – this has now been carried out. In addition, at the 30mph sign I proposed a 6 metre long Table but it needs only be **50mm High with a long lead in** – this will slow traffic to 30 or below in both directions and prevent stopping, starting, noise and pollution.

If a Table, such as has been constructed in Church Street, was put in it would result in noise, pollution, accidents caused by people not realising what the car in front has suddenly braked for, and a decline in living standards.

Just up the road we have a Farmer who farms a large amount of land. At harvest time, weather permitting, he is cutting well into the early hours and is up and down the road with tractors and trailers every few minutes – any type of Table will inflict much more noise at night with engines being revved up on leaving any Table and therefore pollution upon our properties.

Hertfordshire County Council have got the method of Table Top Ramps about right and they work. I invite you to go out and study some of these.

Especially the road leading into Lemsford from the Marford Road (B653). This road is quite steep but a series of shallow (50mm ish) with a long “lead in” controls traffic well at speeds of around 20mph without any discomfort from Road users.

Additionally the Table Tops in Station Road which is a “B” road, (B652) can be traversed well at 20 mph – the humps in Piggottshill Lane in Harpenden included the raised light controlled crossing are well constructed and do the job without causing discomfort or frustration to road users.

Where you intend to install a Table in Markyate Road the bungalows are set well back from the road.

Where you installed the Table near the church there are no residents affected by noise and pollution.

Where the table was installed by The Frog and Rhubarb I have it in writing about disturbed sleep.

Most of the residents opposite your proposed parking bay extension, sleep in the front of the house. Doubtless all that do so, will now suffer disturbed sleep. The Occupant of number 80 Front Street is a shift worker – sleeps in the front - and needs as much quiet as possible and no added noise 24/7.

A few Holiday Makers have cottoned on to the designated parking that is already in situ and have been using the road to park for up to two weeks – Any extension of the bay will add to this. The Parish Council want to deter this type of parking in the Parish.

Front Street is on a “Learner Driver” training and test route and we have cars pulling up every little while every day from the early hours alongside the allotments. The cars stop on either side of the road. They are required I understand to do this in the 30 limit rather than further out in the 40 limit. If the proposed parking zone becomes full of parked vehicles this will not be possible.

I was promised a meet up with Highways long ago by the Parish Council but that was never permitted.

How can Amey come up with 11.5K for a raised table – The cost is nearer £2K given the price for a 50mm x 6m x6m table was £880.00 in 2009.

Slip End Parish Council has published percentage figures on speeding but this is not much of a help! A figure of 100 vehicle speeding out of 1,000 is 10% - so is 10 out of 100 – so what is the true figure of what we need to understand. How many vehicles are speeding in Front Street a day 10 or 100 for example. We shall never know I suppose.

The problem generally is OUTBOUND and a very small problem.

MARKYATE ROAD TABLE

I am not against a Table here PROVIDED that it is no higher than 50mm with adequate length sloping ramps in order that we can drive into "OUR" village at about 30 mph without undue stress on our vehicles, undue discomfort and without us having to "STOP AND PROCEED" as we do at the moment with the illegal tables all ready in place. If you want 75mm I AM AGAINST IT!!

You must not cause the residents a greater degree of "discomfort" in their lives with more noise and pollution.

In our village we already have pollution from aircraft, the M1, the A5, the A1081 (A6) and the railway.

REMOVE BOTH THE FRONT STREET BUILD-OUTS NOW - PLEASE!!!

If you do not volunteer to do this we shall be left with no alternative but to take up a Legal Challenge.

Yours faithfully



Attached – Photographs

Enclosed – earlier document to Slip End Parish Council.

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END OF DOCUMENT

I am against your proposals, the works that have all ready been carried out in Front Street have caused no end of problems and there have been numerous damage only incidents since your earlier works at the junction of New Street were carried out whereas prior to that there were none.

Exit from New Street is now extremely dangerous as drivers are now unable to view any traffic approaching Slip End due to parked vehicles, especially large vans. The propose Raised Table will do nothing to help the current situation. The extended designated parking will only make the whole situation worse. Front Street is now far more dangerous to negotiate rather than safer.

There has been no consultation or notice provided by Slip End Parish Council as far as I am aware and 99% of residents were unaware of this additional proposal.

This scheme needs to be abandoned, as it will cause more danger than there is at present. There needs to be far more thought put into this before any final decision is made.

Additionally may I point out that the Tables all ready installed in Slip End have been measured and are in excess of the legal limit of 75mm and are causing near misses with following drivers not being aware as to why you are braking to stop and proceed.

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We refer to the proposed installation of the above and would like to comment as follows.

The installation of the Raised Table is welcome as a way of reducing the speed of vehicles using Front Street.

However, we would object to the following. The drawing on your website of the proposed works indicates that the existing parking lanes past New Street on the way out of the village are to be extended. This would exacerbate an already serious problem with visibility when turning out of Old School Walk or New Street onto Front Street. The extension of the kerbs at these junctions has done nothing to slow vehicles approaching them along Front Street, whilst, at the same time, making turning out from them so much more dangerous than it was previously, due to a total lack of visibility caused by the vehicles parked in the bays. This is made worse still when these parked vehicles are large vans. To turn out of these junctions now means that you have to advance too far into

Front Street to gain visibility of oncoming vehicles. When these are approaching at speed, as many of them do, they have caused many near misses involving ourselves and, we are sure, many others.

We would suggest that the Raised Table is installed immediately. Indeed it would seem prudent to install another further down Front Street towards the junction with Markyate Road to reduce vehicle speed along the whole length of Front Street. However, we would urge you to consider the removal of the extended kerbs at all locations in Slip End. These have in no way contributed to speed reduction and have, in fact, increased the likelihood of road accidents due to the serious reduction in visibility caused by them and the creation of the associated parking bays so near to the junctions.

I wish to object to the proposed provision of raised tables on Markyate Road and Front Street, Slip End. I have been a resident of Slip End since 2002 and was assured when the first set of traffic calming measures on Church Road were introduced that the 'tables' would be very minor for anyone travelling safely at 25 mph and would cause only vehicles in excess of the speed limit of 30 mph to slow down. I was at the time rather sceptical about the need for the measures because there had been a negligible number of accidents and even fewer traffic injuries.

After the installation of the 'tables' I have noted that there is now (a) increased air pollution from exhaust emissions caused by large vehicles having to brake and then rev to traverse the raised table (b) a significant environmental noise pollution from this revving and clanging, particularly from lorries as they rattle over the raised table; (c) large puddles from poor drainage around the table (d) a general deterioration in the aesthetic appeal of the village by traffic calming measures which are obtrusive to the eye and (e) the tables present a much more severe jolt to careful drivers than residents had been led to believe. Travelling at only 15 mph over the tables causes an uncomfortable ride over the raised table and can only add to the wear and tear on vehicles. The noise caused by vehicles' response to the tables is a particular nuisance in my son's bedroom that faces Church Road, causing disturbed sleep. Hence, it is most probable that similar nuisance would be caused to residents living near the new proposed measures.

If Slip End were a significant accident black spot, then the above nuisance and deterioration of the environment from the traffic calming would be an acceptable price to pay to reduce injury to victims of accidents. However, given the negligible number of accidents, these measures represent simply a nuisance and inconvenience to the residents. In my view the current parking arrangements present a sufficient natural traffic calming effect without the recourse to further engineered measures.

I am against your proposals, the works that have all ready been carried out in Front Street have caused no end of problems and there have been numerous damage only incidents since your earlier works at the junction of New Street were carried out whereas prior to that there were none.

Exit from New Street is now extremely dangerous as drivers are now unable to view any traffic approaching Slip End due to parked vehicles, especially large vans. The propose Raised Table will nothing to help the current situation. The extended designated parking will only make the whole situation worse. Front Street is now far more dangerous to negotiate rather than safer.

There has been no consultation or notice provided by Slip End Parish Council as far as I am aware and 99% of residents were unaware of this additional proposal.

This scheme needs to be abandoned, as it will cause more danger than there is at present. There needs to be more thought put into this before any final decision is made.

I am writing to object to the ill thought out and badly constructed 'unimprovements' to the roads in Slip End.

Although Chairman of the Residents Association of Brickhill and Downlands Parks in Pepperstock, I am writing in my personal capacity.

I have previously complained several times about the changes in Front Street, and the chicane on Markyate Road, to the Slip End Parish Council. The latter is one of the daftest changes I have ever seen, slowing down traffic about to enter an unrestricted speed road towards Markyate whilst letting other traffic bomb into the village until they have to slow down at the pedestrian crossing!

The buildouts in Front Street and in Church Road obstruct traffic coming out of the side streets, whilst parked cars around both junctions close to these buildouts totally obscure views of oncoming traffic from both directions. The buildouts need to be moved back 20 metres away from each junction and the freed spaces replaced by double yellow lines!

In addition, cars parked on one side of Front Street park partially on the pavement but still obstruct the road whilst cars and vans parked opposite are also often overhanging the roadway and further obstructing through traffic despite the fact that the houses all have driveways and a wide verge to park fully on.

The white line down the centre of Front Street should be moved so that it is in the centre of both traffic lanes and not just in the centre of the road!

I have complained vigorously to the Parish Council on several occasions but was told that the design was produced by a road engineer with many years experience. It appears to me that he may have had one year's experience many times over, because I have rarely come across such stupid alterations!

I would not object to road tables because that would slow down streams of traffic which use Slip End as a 'rat run' each morning and evening. The money you have wasted would have been better spent on widening the lane down to the London/Harpenden Road or filling in and resurfacing the potholed and cracked roadway of Half Moon Lane which I have also complained about to my County Councillors!

I am writing to strongly object to the further proposed Raised Table in Front Street, the already in place IMPROVEMENTS cause nothing but very difficult driving who ever thought of these IMPROVEMENTS obviously does not have a clue, now Front Street is a very hazardous road to cope with what with the Extended curbs and Marked parking areas it is now so dangerous the road is completely blind and only able to cope with one lane at a time.

To make matters worse in Slip End we already have a very dangerous Chicane an accident just waiting to happen on Markyate Road it is very difficult to see the traffic approaching from Markyate direction. There are already three Raised Table areas on Markyate Road through to Church Street which are a yoke . I have lived in Slip End for 37 years and have not seen the need for these measures. As in Front Street the marked Parking areas are also in a very hazardous place Markyate Road as we LOCAL residents know is a busy road and these parking areas interfere with the flow of the traffic which causes many impatient drivers to try and get past even though traffic is approaching. I would also like to point out the obvious danger for the school children as the parking areas are not in line with the pedestrian crossing which is not used as they have to walk up the road to use the crossing people don't bother.

Your scheme needs to be scrapped and the already IMPROVEMENTS removed they are a complete waste of money, where this money could be used for something more needed such as pavements to make it safe to walk along the Markyate Road.

Not only are these Raised Tables causing unnecessary damage to vehicles they are also a serious means to hinder the Emergency Services.

I am against your proposals, the works that have all ready been carried out in Front Street have caused no end of problems and there have been numerous damage only incidents since your earlier works at the junction of New Street were carried out whereas prior to that there were none.

- * Exit from New Street is now extremely dangerous as drivers are now unable to view any traffic approaching Slip End due to parked vehicles, especially large vans. The propose Raised Table will nothing to help the current situation. The extended designated parking will only make the whole situation worse. Front Street is now far more dangerous to negotiate rather than safer. *Cars have never parked to the left of New Street before this action and whoever decided on does need telling how dangerous it is.*
- * There has been no consultation or notice provided by Slip End Parish Council as far as I am aware and 99% of residents were unaware of this additional proposal. * *This is outrageous and why were the residents not told (see below)*
- * This scheme needs to be abandoned, as it will cause more danger than there is at present. There needs to be more thought put into this before any final decision is made. *Parking next to New Street is really dangerous and there will be an accident I am sure.*

Additionally may I point out that the Tables all ready installed in Slip End have been measured and are in excess of the legal limit of 75mm.

Yours faithfully

Susan Briggs
Editor, Slip
End Parish News

I would like to know why the details could not have been sent to the Parish Magazine, which goes to all residents so everyone could be made aware of these ridiculous suggestions. (Slip End Parish News) I am the editor and could have put it in the magazine instead of finding out about it so late!

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