
Meeting: Traffic Management Meeting
Date: 31 October 2017
Subject: Westoning Road, Harlington – Consider Objections to Waiting Restrictions and Traffic Calming Features.

Report of: Paul Mason, Assistant Director Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions and traffic calming measures in Westoning Road, Harlington.

RECOMMENDATION(S):-

That the proposed scheme which includes parking restrictions and raised tables be implemented as published.

Contact Officer: Nick Shaw
Nick.Shaw@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Toddington
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal supports the following Local Transport Plan objectives:

- (B)** Reduce the impact of commuting trips on local communities
- (C)** Increase the number of children travelling to school by sustainable modes of transport
- (J)** Reduce the risk of people being killed or seriously injured

Financial:

Jointly funded between Harlington Parish Council and CBCs Integrated Transport budget

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:

This proposal will improve the safety of road users on Westoning Road, Harlington. Particularly those travelling to and from local schools.

Sustainability:

None from this report.

Budget and Delivery:	
Estimated cost: Target cost to be determined.	Budget: Jointly funded between Harlington Parish Council and CBCs Integrated Transport budget
Expected delivery: March 2018	

Background and Information

- 1 This proposal has been brought about in partnership with Harlington Parish Council (HPC) as a scheme in Central Bedfordshire Council's 2016-17 Rural Match Funded (RMF) schemes programme. The RMF provides Town and Parish Councils with the opportunity to promote and co-fund a highway improvement within their area that may otherwise not be prioritised.
- 2 This scheme has been developed following the review of speed limits in Harlington which was completed by the Council's highways provider during 2016. This comprehensive study looked across all of the roads in the village, developing a strategy for the effective introduction of traffic calming measures. The study assessed existing traffic speed and road traffic accident data to determine where traffic calming measures would be most appropriate. The study also recommended the extents for a proposed 20mph zone within the village.
- 3 This scheme can be considered as the precursor step for lowering the speed limit, taking the opportunity to control the speed of traffic using Westoning Road. It also has the objective of preventing vehicles from driving onto the pavement and improving passing opportunities for drivers using this road.
- 4 This proposal will also help improve road safety, creating an environment that is more conducive for children wishing to walk or cycle to their local school

The Scheme Proposal

1. This scheme proposal comprises:
 - Installation of 3 raised tables on Westoning Road designed to reduce the speed of traffic.
 - Introduction of 2 short lengths (14 metres) of double yellow lines to provide passing points for traffic travelling in conflicting directions.
 - Installation of bollards on the western side footway to prevent vehicles mounting and driving along the footway.
 - Provision of an additional street lighting and the upgrading of two existing columns' lanterns (with more energy efficient variants) to ensure that the raised tables are appropriately conspicuous to traffic.

Automated Traffic Count (ATC) Data

1. Automated traffic count data was collected over the 7-day period 19- 25th October 2015. This dataset included the number of vehicles (by type) and their speed (in either direction) across each day.

2. The ATC data recorded the following:

- Weekdays

Mean Average Speed (mph)
32.13 mph
85 th Percentile Speed (mph)
35.09 mph
Over Speed Limit (%)
53%

- Weekdays and weekends combined

Mean Average Speed (mph)
32.24 mph
85 th Percentile Speed
35.56 mph
Over Speed Limit (%)
54%

- Traffic flows (all vehicles)

Average Weekday
4,617 vehicles
Average across 7 days
4,205 vehicles

Statutory Consultation

1. The proposals were formally advertised by public notice in July 2017. Consultations were carried out with the emergency services and other statutory bodies, Harlington Parish Council and the Ward members.
2. Residents and businesses located in the areas where restrictions are proposed were individually consulted by letter. Public notices were displayed at various locations on Westoning Road.

Representations

1. A total of 5 representations were received. Of these representations, 1 voiced support, 1 expressed a concern and objected to the proposals.
2. Respondent's concerns included:
 - a) That raised tables will contribute to an increase in pollution within the area around the school as a result of increased particulate emissions. The impact would therefore be adverse for the environment and for health of pedestrians.
 - b) That restrictions are not required for the majority of the time, only becoming necessary during the school pick up and drop-off period.
 - c) That the demand for parking will be displaced to neighbouring streets.
 - d) That the raised tables are unsightly and unnecessary.
 - e) That vehicles frequently mount the kerb and drive partially onto the footway on Westoning Road.
 - f) That parking is already an issue due to the nearby train station and that the proposed restrictions will make things worse.
 - g) That the placement of one of the raised tables will be of particular inconvenience for a resident with mobility issues.
 - h) That the communication of the proposals was inadequate.
 - i) That only metric measures had been used in the consultation drawings, not imperial.

Officer Response

1. The CBC Highways Officers' response to the various comments and concerns are as follows:
 - a) Whilst the effects of implementing raised tables do marginally increase emissions there will be a negligible impact in Westoning Road as congestion is minimal and traffic flows are low. Any minor detrimental impact on health would be greatly outweighed by the road safety benefits for residents and road users. There may be a net positive impact on air quality should the

scheme contribute in an increase in the numbers of children walking to school.

- b) The parking restrictions will be advantageous at all times of the day, providing passing points for vehicles traveling in opposite directions along Westoning Road.
- c) The parking restrictions have been designed to minimise the loss of kerbside parking space, positioned adjacent to vehicle cross overs. Therefore, only minimal displacement is anticipated - see (f) below.
- d) The data clearly shows a requirement to reduce traffic speeds on Westoning Road to support the future introduction of a 20mph zone. Raised tables are an effective speed control measure and will be constructed of black bituminous material to minimise visual intrusion.
- e) The installation of bollards along the western footway will eliminate the hazard of vehicles driving onto the footway.
- f) The requirement to minimise any loss of on-street parking is reflected in the proposal. The net loss for the length of affected road is four spaces.
- g) It will remain possible for passengers to be dropped off on or adjacent to each raised table, allowing residents with mobility issues to board and alight vehicles in close proximity to their homes.
- h) When advertising proposals, the Council uses a combination of channels including newspaper advertisements, local notices and its web site. Scheme budgets and resources invariably do not allow for the drafting and distribution of individualised letters or for the design and staging of local consultation events.
- i) The use of the metric system of measurement is standard practice in the Highways industry, and is widely accepted. Whilst the council endeavours to ensure all of its documents are accessible, the production of duplicate plans using imperial measures is not considered an efficient use of officer time and council resources.

Conclusion

1. The Council welcomes the opportunity to work in collaboration with Harlington Parish Council improve road safety in the village and to support its aim of improving the public highway for the benefit of all parishioners.
2. On balance it is felt that the benefits outweigh any dis-benefits and provide an improvement for road users in Harlington. It is therefore recommended that the proposed traffic calming and parking restriction measures be implemented as published.

Appendices:

- Appendix A – Public notices of proposals
- Appendix B – Scheme consultation drawing
- Appendix C – Representations

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN WESTONING ROAD, HARLINGTON

Reason for proposal:

The waiting restrictions are intended to address indiscriminate parking in the vicinity of the lower school to create a safer environment for those travelling to and from school.

Effect of the Order:

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

1. Westoning Road, east side, from a point approximately 9 metres north of a point in line with the boundary of nos.30 and 32 Westoning Road extending in a southerly direction for approximately 14 metres.
2. Westoning Road, east side, from a point approximately 2.5 metres south of a point in line with the boundary of nos.22 and 24 Westoning Road extending in a northerly direction for approximately 14 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. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 3 August 2017. 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 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

13 July 2017

PUBLIC NOTICE



Central
Bedfordshire

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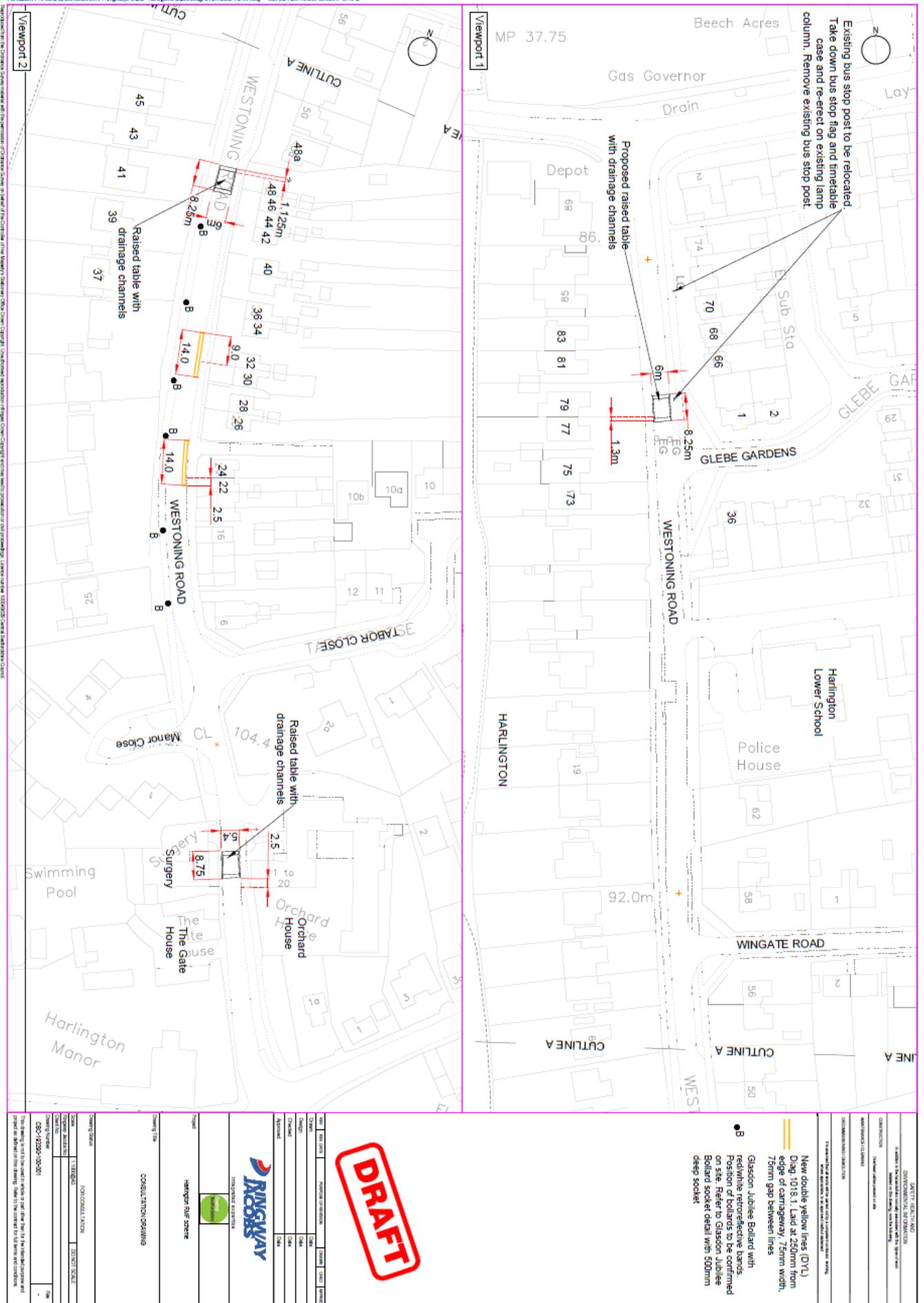
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Appendix B



Existing bus stop post to be relocated. Take down bus stop flag and timetable case and re-erect on existing lamp column. Remove existing bus stop post.

Proposed raised table with drainage channels

Raised table with drainage channels

Raised table with drainage channels

- New double yellow lines (DYL) Diag 1018.1. Laid at 250mm from edge of carriageway, 75mm width, 75mm gap between lines
- Glasgow Jubilee Bollard with red/white retro-reflective bands. Position of bollards to be confirmed on site. Refer to Glasgow Jubilee Bollard socket detail with 500mm deep socket

DRAFT



MANOR ROAD ZONE

CONSULTATION DRAWING

DATE	DESCRIPTION
15/08/2024	FOR CONSULTATION

Viewpoint 1

Viewpoint 2

MP 37.75

Appendix C



Marcel Coiffait
Director of Community Services
Priory House
Chicksands
Shefford
SG17 5TQ

31 July 2017

Dear Sir,

No Waiting at any time restriction - Westoning Road, Harlington

It is with dismay that I have noticed you wish to impose 'no waiting at any time' in Westoning Road, Harlington.

I am writing to object to the proposal and ask what surveys were carried out to determine that this is even remotely a sensible idea.

By your Public Notice you state the reason as "The waiting restrictions are intended to address indiscriminate parking in the vicinity of the lower school to create a safer environment for those travelling to and from school."

However, you appear to have no such concerns about polluting that same environment with car emissions outside the school with a road table.

At best you only need such a restriction twice a day. It is not necessary in the evenings, at weekends, or in school holidays.

The lower school host many other events throughout the year outside of normal school hours and such a restriction, in addition to vehicles not being allowed to park when visiting friends and family along this stretch, is only going to push vehicles further up (or down) the road; or into neighbouring roads, particularly Glebe Gardens and Wingate Road. Both of which provide access to Robinson Crescent, which is predominantly elderly people; and more parked vehicles will inevitably lead to difficulties for emergency services whenever such a need arises.

Neither Glebe Gardens nor Wingate Road has either the space or capacity for additional parking.

I shall be happy to meet with yourself, or one of your representatives, on site, to discuss the folly of this proposal in more detail.

Yours faithfully,





31 July 2017

Marcel Coiffait
Director of Community Services
Priory House
Chicksands
Shefford
SG17 5TQ

Dear Sir,

Traffic Calming - Westoning Road, Harlington

It is with dismay that I have noticed you wish to install one or more "road tables" in Westoning Road, Harlington.

By your Public Notice it is possible that 1 and 2 are the same table and may be replacing the existing. No.3 looks like an additional hump.

I am writing to object to this outrageous proposal and ask what surveys were carried out to determine that this is even remotely a sensible idea.

There appears to be an obsession in Central Beds with these road 'tables' although I have yet to see the value in them. I cite two examples where they are more than a hindrance than a help:

Houghton Regis is now just one big road table. It is unsightly and given its siting, on existing roundabouts and traffic light controlled junctions, has added zero value to speed control as there was no fast moving traffic anyway.

The siting of two road platforms in **Flitwick** is a disaster. The first - approaching Flitwick from Harlington at the junction with Temple Way - and the second - as you drive along Steppingly Road, past Tesco is at the junction with Manor Way / Billington Crescent are monstrosities and actually dangerous, especially in Winter.

The effect of cars slowing down to approach and join the table gives rise to drivers wishing to exit from, or in the case of oncoming traffic, turn into, these respective roads, thinking they have been given permission, or just 'taking a chance'.

You will also be aware of emerging evidence which considers that the acceleration and deceleration into and out of road humps is detrimental to air pollution.

I do not believe adequate consideration has been given to the road conditions in Westoning Road, Harlington to this proposal.

1.

I have lived in the village for 16 years and I am not aware traffic speeds are, or have been, a problem with in Westoning Road that requires traffic calming.

2

The problem in this road, actually, is vehicles travelling down the hill from the crossroads (Sundon, Station, Church and Westoning Roads), mounting the pavement to continue their journey, when meeting a vehicle travelling up the hill. There is no excuse for this. Home owners on the odd numbered side of the road have driveways. Home owners on the even numbered side do not; and, rightly, park on the road outside their home.

This has been the case for the 16 years I have known, and has not caused a problem in the past. It is only recently that the mounting of the pedestrian pavement has become an indecent behaviour, which is down to impatience and quite frankly, plain ignorance. No road table will prevent this behaviour and will probably make the occurrence higher, as drivers seek to avoid the hump.

3

The number of parked vehicles, at any one time, on the even numbered side of the road do not permit speeding and the need for traffic calming measures.

4

The number of parked vehicles, at any one time, **always** permit vehicles travelling up the hill to pull into a space, to confer on cars travelling down the hill the right of way. There is also always the option for cars travelling down the hill to stop opposite Tabor Close and allow cars travelling up the hill, the right of way. Simple observance of the Highway Code and courtesy should prevail.

5

Presently in Westoning Road there is just one short stretch of road (Opposite Tabor Close to outside No. 43) where cars mount the pavement. From 43 onwards (to the existing chicane / road hump/table) there are grass verges with 6" diameter stakes positioned approximately 8' apart to keep cars on the road.

I will suggest that a simple solution in Westoning Road is to

(i) re-educate drivers in the Highway Code

(ii) install wooden (or metal, but wood is more aesthetic) posts between, say 1" or 2" in diameter along the inside of the kerbstone where it meets the tarmac; say 2-3' under ground level and 6" -9" above ground for the stretch from Tabor Close to No. 43 (avoiding driveways obviously); again, say at 8' intervals. This would prevent cars from mounting the pavement here too.

Simple, effective, inexpensive, not unsightly.

The installation of road tables will be unsightly in a pleasant village road, which has already been desecrated with a platform at the crossroads (see above) and a hump/platform and chicane outside the lower school.

The solution for Harlington, where there is the occasional speeding in Station Road and Church Road is a blanket 20mph speed limit.

Easy and inexpensive to implement and manage.

No humps or road tables are needed.

I shall be happy to meet with yourself, or one of your representatives, on site, to show the folly in the current Council proposal and discuss my ideas in more detail.

Have I missed something here? Is there really a purpose to this proposal?

Yours Faithfully,



NB1: I do not comprehend the distances and measurements in the proposal as they are only given in metric. In common with many people in the village, which you will be aware of from your own demographic data, I am of an age that still use imperial measurements and your Public Notices must reflect this. With the UK's impending departure from the EU, it is possible / likely that we will revert to imperial, so it is disingenuous not to include them here.

NB2: If you wish to spend money on roads in Harlington you can repair the pot-holes throughout the village.

Further to the Public Notice and consultation drawing on the above which has been received, I can confirm that Harlington Parish Council fully supports the proposals.

If I can be of any further assistance then please let me know.

Regards

Nicky Upton MILCM
Clerk
Harlington Parish Council

tel: 01525 875933 fax: 01525 874632 website: Harlington-pc.gov.uk

Dear Sir / madam

I am writing to you with my concerns over the proposed installation of raised tables along Westoning road in Harlington. I have lived with my mother at number [REDACTED] for the last 50 years and have endured increasing problems with parking and speed along this stretch of road. As my mother is disabled has deteriorating mobility problems I have found it increasingly difficult to park close to our home as with the parking from the lower school at school run times or if the school is holding an activity at the weekend and the problems caused by commuters, and people who feel it is ok to leave their car while going off on holiday I often find it difficult to find parking within a manageable distance for my mother to cope with. If a raised table is going to be close to our gate, I feel this will only add to the parking problems that we all ready encounter. As we cannot afford to have a driveway put in place and there is no disabled parking I am hoping you can take my concerns on board when deciding on the placement of the raised tables.

Yours sincerely

[REDACTED]

I wish to complain that I did not receive any direct communication about the the proposed waiting restriction on Westoning Road, Harlington. I did not receive a leaflet and the relevant notice was not posted in the vicinity of my house.

This issue directly effects my household. There is a chronic shortage of parking on Westoning Road, exacerbated by train station users parking here. This already has a detrimental impact on our quality of life, often forcing us to park with our young child at some distance from our house. Reducing the number of parking spaces on the road will make this already difficult situation intolerable.

I have only today become aware of this issue having spotted the notice further down the road. I wish to reiterate my complaint that I did not receive any direct communication, and lodge an objection to this proposal.

I am aware that the deadline for objections has passed, but feel that I was not given a proper opportunity to learn of this proposal. Please advise on your decision in this regard.

