Traffic Management Meeting

Schedule
Tuesday 17 September 2019, 10:00 AM — 12:00 PM BST

Venue
Council Chamber, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ

Description
To the Chair and Members of the Committee: -

Cllr I Dalgarno (Chair)

Substitutes: Cllr K Collins.

Notes for Participants
A member of the public who wishes to speak at this meeting can register to speak online via the follow link: -

www.centralbedfordshire.gov.uk/speak

This meeting may be filmed by the Council for live and/or subsequent broadcast online and can be viewed at https://centralbedfordshire.public-i.tv/core/portal/home. At the start of the meeting the Chairman will confirm if all or part of the meeting will be filmed by the Council. Any footage will be on the Council's website, a copy of it will also be retained in accordance with the Council’s data retention policy. By attending the meeting, you are deemed to have consented to being filmed by the Council. Full details on the use of recordings is provided via the link above.

For further information on this meeting contact committeemeetings@centralbedfordshire.gov.uk

Papers for this meeting are not routinely made available to those in attendance. Should you require a copy of please download this from the Council website beforehand.

Agenda

1. Apologies for Absence

To receive apologies for absence and notification of substitute Members.
2. Members' Interests

To receive from Members any declarations of interest.

Reports

3. The Pyghtle, Westoning - Petition to Extend 'Waiting Restrictions' Along Either the Eastern or Western Side of The Pyghtle

To note the receipt of the petition and to discuss a way forward.

4. Church Road and Groveside, Henlow - Proposal to Install Waiting Restrictions on Church Road and Groveside in Henlow

To seek approval to introduce waiting restrictions, uncontrolled crossings and new footway segments on Church Road and Groveside in Henlow.

5. Eagle Farm Road, Biggleswade - Proposal to Install Waiting Restrictions on Eagle Farm Road in Biggleswade

To seek approval to introduce waiting restrictions, repositioned bus stops and an uncontrolled crossing point on Eagle Farm Road, outside of Stratton Upper School.

6. Havelock Road, Biggleswade - Proposal to Install No Waiting at Any Time Restrictions and Uncontrolled Crossing Points on Havelock Road

To seek approval to introduce 'No Waiting at Any Time' restrictions on Havelock Road around its junction with Potton Road and to install two uncontrolled crossing points on Havelock Road and Potton Road.
7. Station Road, Sandy - Proposal for Traffic Calming Measures to be Implemented on Station Road, Sandy

To seek approval to install Sinusoidal speed humps and an uncontrolled crossing point on Station Road, Sandy.

8. Beancroft Road, Bedford Road, Marston Moretaine - Proposal for Traffic Calming Measures to be Implemented on Beancroft Road, Bedford Road, Marston Moretaine.

To seek approval to install Sinusoidal speed humps, speed cushion markings and a mini-roundabout.

9. Billington Road, Leighton Buzzard - Proposal for Traffic Calming Measures to be Implemented on Billington Road, Leighton Buzzard.

To seek approval to implement traffic calming measures in the form of footway widening, raised table junctions and a pedestrian and cyclist parallel crossing point along Billington Road, Leighton Buzzard.

10. B530 Road, Fancott, Toddington - Proposal for Traffic Calming Measures on the B530 Road, Fancott, Toddington.

To seek approval for no further consideration to be given on implementing the proposed traffic calming measures on the B530 Road, Fancott, Toddington.
1. Apologies for Absence

To receive apologies for absence and notification of substitute Members.
2. Members' Interests

To receive from Members any declarations of interest.
Reports
3. The Pyghtle, Westoning - Petition to Extend 'Waiting Restrictions' Along Either the Eastern or Western Side of The Pyghtle

To note the receipt of the petition and to discuss a way forward.
Purpose of this report

To report on the petition to extend ‘Waiting Restrictions’ along either the Eastern or Western side of The Pyghtle from the Sampshill Rd Junction.

RECOMMENDATIONS

The Executive Member is asked to:

1. **Note the Petition**

2. **Accept the petition request to extend ‘Waiting Restrictions’ along the Western side of The Pyghtle.**

Background Information

3. Central Bedfordshire Council received a petition in November 2017 to extend the double yellow lines, on one side of The Pyghtle, from the Sampshill Road junction, to the drive of No.16. However, this petition was deemed invalid as the it was more than 6 months old.

4. This scheme was taken to Traffic Management Meeting in March 2019 after a new petition which has the same statement and states is ‘to improve access for emergency
vehicles, refuse lorries, delivery, large vehicles, etc.’ This petition is shown in Appendix A.

5. At the Traffic Management Meeting it was approved to install Double Yellow Lines (DYLs) along the Eastern side of the carriageway however upon review of the nature of the road and further discussions with safety officers it was deemed necessary to install DYLs along the Western side of the road if both sides of the road did not have DYLs.

6. The Pyghtle is a cul-de-sac serving many residential properties.

Options for consideration

7. The installation of waiting restrictions on the Eastern side of The Pyghtle for approximately 12m, from the junction with Sampshill Rd up to the driveway of No.16.

8. The installation of waiting restrictions on the Western side of The Pyghtle for approximately 12m, from the junction with Sampshill Rd up to the driveway of No.16.

9. The installation of waiting restrictions on both the Western side and Eastern side of The Pyghtle for approximately 12m, from the junction with Sampshill Rd up to the driveway of No.16.

Reason/s for decision

10. The proposal to extend the double yellow line waiting restrictions along the Western side of The Pyghtle (see Figure 1) is accepted for the following reasons:

   a. Residents currently park on both sides of the road narrowing the carriageway in that location which reduces visibility upon exit and entry into The Pyghtle.
   b. Larger vehicles may not be able to enter The Pyghtle.
   c. Residents can park their vehicles on the Eastern side of the that section of the road.
   d. Waiting restrictions along the Western side will ensure vehicles exiting The Pyghtle are on the correct side of the carriageway and visible to vehicles entering The Pyghtle.
Consultation

11. A public consultation was held between 11th July 2019 and 1st August 2019. This included publishing documents online, notices being displayed onsite and letters being distributed to residents, stakeholders and local police. These notices are displayed in Appendix B.

12. Three representations were received from the public to support the proposal for only waiting restrictions along one side of The Pyghtle. If both sides of the road had waiting restrictions the members of the public would object.

Council Priorities

13. N/A

Corporate Implications

14. None.

Legal Implications

15. The Traffic Regulation Order is required to be provided.
Financial and Risk Implications

16. Financial – Road Marking Contractor to provide quotation for works.
17. Risks – vehicles parked not allowing road markings to be undertaken.

Equalities Implications

18. None.

Conclusion and next Steps

19. The Traffic Regulation Order is required to be provided.
20. The petition proposal is recommended to be accepted and the waiting restrictions are to be implemented.

Appendices
Appendix A: Petition Signatures
Appendix B: Site Notice
Appendix C: Representations

Report author(s): Nishil Parmar

Principal Highways Officer
Nishil.Parmar@centralbedfordshire.gov.uk
Appendix A: Petition Signatures

To the residents of the Pyghele

The petition previously signed in November 2017 to extend the double yellow lines, on one side of The Pyghele, from Sampshill Road, to the drive of No. 16 which was to be submitted to Traffic Management is not eligible as it is more than 6 months old. Therefore, a new petition is required so consideration can be given to improve access for emergency vehicles, refuse lorries, delivery, large vehicles etc.

Please confirm you have no objection by signing below.

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For submission to

Central Beds Council representative as requested
Appendix B: Site Notice

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
NO WAITING AT ANY TIME IN THE PYGHTLE, WESTONING

Reason for proposal:
The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Effect of the Order:
To introduce an extension to existing No Waiting at any time on the following length of road in Westoning:

1. The Pyghtle, both sides, from a point approximately 12 metres from its junction with Sampshill Road (tying into existing “No waiting at any time” restrictions) extending in a south-westerly direction for approximately 12 metres.

Further Details may be viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 1st August 2019. 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/ South 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

11th July 2019
Statement of Reasons

The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Drawing

Approximately 12m of DYL, extending from existing markings to the driveway of No. 16 The Pyghtle

Approximately 12m of DYL, extending from existing markings to the opposite of the driveway of No. 16 The Pyghtle

Yellow Proposed No Waiting at any time
Appendix C: Representations

Dear Sir/Madam
I have today received a letter from CBC outlining a proposal to introduce a parking restriction on both sides of the Pygthle entrance. I would like to oppose this proposal ON BOTH SIDES as it is only needed on ONE side. Residents have been campaigning for years for a yellow line to be placed on the one side extending from no 16 to the end due to double parking on this side of the road causing obstructions for large/emergency vehicles. We have had an ongoing problem on this road with people from neighbouring streets and visitors to the shops parking on both sides of this road thus not allowing emergency vehicles through. There is no issue with parking on one side of this road on the end section. This easily allows other vehicles including emergency and refuse/delivery vehicles to pass and access the road. The problem only occurs when people from neighbouring roads park on the side extending from 16 up to the end as the road is not wide enough to allow cars to park on both sides of the road and allow other large vehicles through such as emergency vehicles and refuse lorries.

Residents, their families and visitors of residents currently use this side of the road extending from No 1 upwards and putting this enforcement on both sides of the road would be massively detrimental to the residents of the road who already have limited parking for themselves and family. Most residents have driveways which can accommodate 1 vehicle only (a few can accommodate 2) so additional on street parking is always needed. It would result in those that use this part of the road having to park further up our road, causing issues with neighbours and their limited parking and additional congestion along the rest of the road. Many families in this road have children who drive so the current driveway and off street parking is barely sufficient for residents alone with regular parking over driveways. This limitation on both sides would only exacerbate this problem. I would also envisage the current people who park that are not residents (which is only a few people) just then parking their cars further up our road. The only reason residents have wanted parking restrictions placed on the one side extending from No 16 is for safety issues, access of emergency vehicles, delivery and refuse lorries. The restriction is only needed on one side as parking on the other side allows all of the above to access our road. Placing a restriction on both sides will cause huge issues for residents of the road who will be unable to use this additional 3/4 spaces parking area for their families and visitors and will undoubtedly cause issues amongst neighbours.

We have only ever asked for the double parking issue to be addressed and placing 1 restriction on the side extending from 16 will address this issue, maintain the safety and access of the road and enable the residents to use the 3/4 spaces for their families and visitors on the opposite side which currently works fine. Placing restrictions on both sides will be majorly detrimental to the current and future residents by limiting parking of which there is currently very little in Westoning and will cause resident disputes as people will be forced to park outside other neighbours houses.

I hope you will kindly take these issues into account and only restrict what is absolutely necessary to ensure the safety and access of this road but allow residents to be able to still park their vehicles.

kind regards

Hi,
I live [redacted] and have received the notification of proposed parking restrictions in the close. I agree something needs to be done about the parking at the entrance to the close as when cars are parked both sides emergency service vehicles have trouble accessing the houses in the close.

What is needed is no waiting restrictions on one side of the road only. By putting the restrictions on both sides will push the cars that park at the entrance to the close to park outside the houses causing more problems for the residents.

I am asking you to reconsider putting the restrictions on both sides and only restrict parking on one side solving the access issues.

I look forward to your comments.

Kind regards
To whom it may concern,

I was disappointed to receive a proposal through my door regarding the councils wish to impose a No waiting at any time in The Pyghtle, Westoning as no discussion or consideration has been held with the residents of this close.

I have lived in The Pyghtle for 20 years and since moving here the parking issue has increased, there is an issue with residents from other streets parking in the close outside our homes and as it is a small close we are left with no where to park. You will note we have shared drives but mine is not wide enough to fit two cars down at a time so I, like other Pyghtle residents, have to park our second car on the road.

Previously to assist with the problem we signed a petition requesting the residents of the close to pay a yearly fee to park outside our homes and approached the local council who rejected this idea stating it would only move the problem on to other roads in the village, is this proposal not doing the same thing. Opposite the Pyghtle is a residential plot which is owned by the council/housing association, this area has a sign stating parking for residents only. Surely not one rule for one and not the other.

So we juggle cars so we can park outside our properties and this has worked well as non Pyghtle residents park in the area you are now designating to make No Parking at any time. If you continue with this proposal these vehicles will be again outside our homes causing the residents upset and annoyance.

This is not the answer to the growing problem in Westoning and I ask for further consideration to be taken. Until you live with this situation it is difficult to understand the anger and frustration you feel at racing home to guarantee to park outside your home, no one wants to look out of their window at a van or work truck that does not belong to a Pyghtle resident, it does happen but this will definitely increase the chance of more often.

I would appreciate a response to my email so I know it has been received and considered.

Kind regards
4. Church Road and Groveside, Henlow - Proposal to Install Waiting Restrictions on Church Road and Groveside in Henlow

To seek approval to introduce waiting restrictions, uncontrolled crossings and new footway segments on Church Road and Groveside in Henlow.
Purpose of this report

To report on the proposed waiting restrictions on Church road and Groveside in Henlow.

RECOMMENDATIONS

The Executive Member is asked to:

1. Accept the proposal as shown, including the introduction of waiting restrictions, uncontrolled crossings and new footway segments.

Background Information

1. Central Bedfordshire Council has received several complaints regarding congestion and parked vehicles along Church Road, Henlow. These complaints specifically relate to parents dropping off children at Church of England (CofE) Academy.

2. Church Road is a narrow residential road with a footway along its southern verge.
3. Groveside is a small cul-de-sac with a back entrance to CofE Academy at its end, along with a private car park for Henlow Park Pavilion. This back entrance was observed to be heavily utilised by parents collecting children from school.

Options for consideration

4. To implement waiting restrictions along Church Road and Groveside, along with introduction of new footway on Groveside and connecting footway and uncontrolled crossing of Church Road.

Consultation

5. A public consultation was held between 28th June 2019 and 19 July 2019. A public notice detailing the proposals was posted on site along with individual letters issued to stakeholders, residents and the police. The details of this are shown in Appendix A.

Comments

6. A total of 4 representations were received from the public. Two objected to the scheme while a further two responses expressed concerns about the proposals while not specifically objecting to or supporting the proposals.

7. Concerns detailed included:
   a. Issues with residents on Church Road south side being able to access their driveways.
   b. Vehicles blocking accesses.
   c. Residents unable to park near their property.
   d. Objection to no waiting at any time.
   e. Provide parking restriction on south side of Church Road (8am to 5pm).
   f. Provide parking restriction on north side of Church Road (3:15pm to 4:15pm).
   g. Busy traffic especially during school times.

8. The police issued a statement citing no objections to the proposals.

Reason/s for decision

9. The proposal to implement waiting restrictions so that:
   a. Visibility and sightlines are improved at key junctions along Church Road and Groveside.
   b. Safety for school children travelling to and from the school.
   c. Better access and visibility for residents entering and exiting their property driveways.
Council Priorities

10. The proposals will support Central Bedfordshire’s objective of creating stronger communities.

Corporate Implications

11. None

Legal Implications

12. None.

Financial and Risk Implications

13. None.

Equalities Implications

14. None.

Conclusion and next Steps

15. The proposals are to be accepted in full and review the waiting restriction times along Church Rd.

Appendices

Appendix A: Public Notice
Appendix B: Drawings
Appendix C: Police Consultation
Appendix D: Representations

Background Papers

None

Report author(s): Nishil Parmar

Principal Highways Officer

Nishil.Parmar@centralbedfordshire.gov.uk
PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME, NO WAITING ON MONDAY TO FRIDAY BETWEEN 8:00 AND 9:30 AND 15:00 AND 16:30 IN GROVESIDE AND CHURCH ROAD, HENLOW

Reason for proposal:
The following measures are being installed to aid in avoiding danger to persons or other traffic, preventing the likelihood of any such danger arising, facilitating the passage of traffic on the road or any other road of any class of traffic (including pedestrians). The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Effect of the Order:

To introduce No Waiting at any time on the following length of road in Henlow:-
1. Groveside, north side, from a point in line with the eastern boundary of No 61 Groveside, extending in a westerly direction for approximately 9 metres.
2. Groveside, south side, from a point opposite the eastern boundary of No 61 Groveside, extending in a westerly direction for approximately 21 metres (into the junction with the Henlow park car park).
3. Groveside, north side, from a point in line with the western boundary of No 56, extending in an easterly direction for approximately 5 metres.
4. Groveside, both sides, from its junction with Groveside (opposite the Henlow Park car park) extending in a northerly direction for approximately 15 metres.
5. Groveside, both sides, from its junction with Church road, extending in a southerly direction for approximately 15 metres.
6. Church road, south side, from a point in line with the eastern boundary of No 2 Church road, extending in an easterly direction into the junction with Groveside.
7. Church road, south side, from its junction with Groveside extending in an easterly direction to a point in line with the eastern boundary of No 5 Groveside.
8. Church road, north side, from its junction with High street, extending in an easterly direction for approximately 44 metres.
9. Church road, south side, from its junction with High street, extending in an easterly direction for approximately 10 metres.
10. Church road, south side, it’s junction with Park lane, extending in an easterly direction for approximately 9 metres.
11. Park lane, both sides, from its junction with Church road, extending in a southerly direction for approximately 13 metres.

To introduce No Waiting on Monday to Friday between 8:00 and 9:30 and 15:00 and 16:30 on the following length of road in Henlow:-
12. Church road, north side, from a point approximately 44 metres from it’s junction with High street extending in an easterly direction for 47 metres.
13. Church road, north side, from a point approximately 132 metres from it’s junction with High street extending in an easterly direction for 185 metres.

To introduce uncontrolled crossing points in the following locations in Henlow:-
1. Groveside, approximately 10 metres south of it’s junction with Church road.
2. Church road, approximately 48 metres east of it’s junction with Groveside.
3. Groveside, approximately 12 metres east of the entrance to the Henlow Park car park.
4. Groveside, approximately 10 metres from it’s junction with Groveside (opposite the Henlow Park car park).
Further Details may be viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 19th June 2019. 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.1) Order 201**”

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coffait
Director of Community Services

28th June 2019

Statement of Reasons

The following measures are being installed to aid in avoiding danger to persons or other traffic, preventing the likelihood of any such danger arising, facilitating the passage of traffic on the road or any other road of any class of traffic (including pedestrians). The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Drawings
Appendix C: Police Consultation

1. Proposed Waiting restrictions, Groveside, Church Road, Henlow.
2. Proposed No Waiting Restrictions, Traffic Calming, Bus Stop, No stopping on school entrance markings, Eagle Farm Road, Biggleswade.
3. Proposed No Waiting at any time, Uncontrolled Crossing, Havelock Road, Biggleswade.
4. Proposed Raised Table, Ellington Road Leighton Buzzard.
5. Proposed Raised Table, Biggleswade Road, Potton.

This Authority has considered the proposals as outlined in your letter and offer the following comments for further consideration.

Comments

This Authority has considered the proposed waiting restrictions and schemes outlined in your email and attachment, together with the reason(s) given. The proposals are accepted by this authority therefore no objection will be offered to all six schemes.

Name: …John Loughlin.

Address:
Traffic Management Office,
Traffic Management Unit,
Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit,
Joint Protective Services,
Halsey Road,
Kempston, Beds.
MK42 8AX.

Signed: ………..John LOUGHLIN
Appendix D: Representations

From: [Redacted]
Sent: Monday, 08 July, 2019 4:18 PM
To: Traffic Consultation
Cc: Cllr Ian Dalgleish
Subject: Waiting restrictions and traffic calming in Church Road and Groveside in Henlow

I wish to object to this proposal and for it to be determined at TMC.

a. The proposals as listed will cause issues for residents on the south side of Church Rd (and also possibly in Groveside) to access driveways as a result of the welcome proposal to introduce limited waiting restrictions.
b. That the current proposals can be made acceptable by the provision of white line "H" bars delineating the driveway accesses on the south side of Church Rd. There is negligible additional cost in providing these markings if implemented at the same time as the remainder of the works. There are already instances of vehicles blocking accesses at school leaving times.
From: [Redacted]  
Sent: Monday, 08 July, 2019 9:44 PM  
To: Traffic Consultation  
CC: ingrunceli@gmail.com  
Subject: Parking restriction Henlow  

Dear Sir / Madam

We have received details of proposed parking restriction in Groveside Henlow [Redacted] We are very concerned about the implication this will have on our ability to access our home. According to the proposed plans we will be unable to park outside our property; we do not have a drive or garage. We live at number [Redacted] and you are proposing to put No Waiting Lines from the western boundary extending in an easterly direction for approx 5 metres stopping us from parking near our property. Our neighbours on the opposite corner, number [Redacted] are also having the same parking restriction put upon them stopping them from parking outside their home they also have no drive or garage.

Points 1-4 of the Public Notice have serious implication to our parking outside or near our houses.

Our families and friends will have severe difficulties visiting especially when a function is in progress. Carrying shopping into the house .....I could go on!!

I understand the reasoning behind a parking restriction at school drop off and pick up during term time, but I don’t understand the reason that there should be No Waiting Lines at all times in these areas. I have never felt there is a problem at other times.

Surely by doing this it will encourage people to park in the pavilion car park therefore not leaving it for those using the facilities and causing a much bigger problem.

The pavilion is in constant use for functions and clubs weekends and during the week. The Bowling Green, Cricket Pitch, Football Pitch and pay area are used throughout the year. It seems to me you would be moving a problem purely from A to B permanently, rather than solving the problem at school drop off and pick up times. If the parking restriction was implemented weekend parking would be worse than ever and going shopping or moving our car could possibly mean we would not be able to return to Groveside to come home or unpack shopping etc.

Would you be able to inform us on what you suggest we do about parking?

Parking in Groveside can be a bit of a problem now with most houses have 2 or 3 cars and no garages or drives. If we parked in the car park we would be in the wrong. This No Waiting parking restriction is especially a problem for us living at [Redacted] and our neighbours [Redacted] I cannot imagine the problems it would cause if you were to implement the No Waiting Line outside our properties ( [Redacted] )

We STRONGLY object to the proposed No Waiting Lines outside [Redacted] Groveside.

Regards
From: 
Sent: Thursday, 18 July, 2019 4:40 PM 
To: 
Subject: Church Road Henlow 

Dear Highways Officers

Further to the consultation about proposed parking restrictions in the above location I tried to phone your department without success. We feel that you are proposing to put the timed restriction on the wrong side of the road from the Park Lane junction to the church. We also question the need for yellow lines on the junctions where it is already illegal to park and should be enforced.

If parking is allowed on our side (south) of Church Road it will restrict visibility round the curve of the road and we will still have people parking with one wheel on the pavement, forcing wheelchair users and pushchairs into the road. The north side of the road is that traditionally used for church parking and people using the recreation ground and is not a problem. It would be better to have the parking restriction on the south side between 8am and 5pm including the weekends so parents attending matches in the recreation ground and people attending church all park on one side of the road. It would be safer for children using the recreation ground not to have to cross the road. The timed restriction on the north side as proposed Monday to Friday would only need to be from 3.15pm to 4.15pm as parking is not a problem in the mornings. The slightly later start to the restriction would allow time for afternoon funerals.

The problems we face at the proposed restriction times cannot be solved by parking management. The amount of traffic at those times is excessive and we hope that your department will veto the proposed expansion of the Henlow Academy. Emergency vehicles can't get through now when the road is blocked with school traffic. Please don't allow them to double the amount of vehicles using the road or someone will die when an ambulance or fire engine is held up by school traffic.

Yours sincerely
From: ...
Subject: Church Road Harlow
Date: 19 July 2019 at 12:08:46 BST
To: Traffic.consultation@centralbedfordshire.gov.uk

To whom it may concern,

I am writing to express my concerns at the proposed “No Waiting” consultation to Church Road and Groveside Harlow.

Both of these small residential roads only have one way to both get in and out. This is already an extremely busy Road with the current school, since the school has requested to become an upper school as well these proposals have been made.

The infrastructure of these Roads and indeed the village is unable to take the extra volume of traffic caused by making the school bigger. Vehicles being limited to waiting on only one side of the road is not going to reduce the risks to pedestrians or relieve any congestion. For the following reasons:

1. If cars are parked on one side of the road vehicles will only be able to pass in one direction as the road is not wide enough for 3 vehicles. The vehicles driving up to the school will need to turn around somewhere to then drive back out. Where will they be turning there cars around? On residents driveways? The school does not have sufficient turning space.
2. Will school transport ie buses also be using this road to drop of pupils as they do currently, they need sufficient turning space on entering Church Road at the roundabout to get round (having had alterations with bus drivers asegured about this) if cars are in the way at the top of Church Road they will be unable to turn in and create further congestion on the High Street. They will then need to enter the school and turn round to exit on the same Church Road.
3. As a resident of Church Road I feel as though I am being driven out by thoughtless ideas by people who don’t actually live in the area. At present I struggle to get and out of my driveway. I see further risks to myself pedestrians and other motorists with these parking proposals. When I try and exit my driveway, if cars are parked on the Church Road on my properties side of the road as in your proposal I will not be able to see past the parked waiting cars until level with then creating blind spots in turn heightening risk. This is in fact if I don’t have someone directly parked across my driveway waiting to get passed the waiting parked cars.
4. This is a quite residential area, a village it is not designed to take on this level of traffic.
5. Your proposal times are out also, the school offers a breakfast club so parents are often dropping off or parking up before 8am and are there earlier in the afternoon for the very reason YOU CANNOT PARK!

I propose no vehicles access via Church Road or Groveside to the school, if Harlow Church of England Academy want to be revolutionary then they should come up with some incentive that is an eco friendly idea of not allowing cars to the school at all. This would also help to tackle the increasing obesity issue our children are facing. Either that or relocate to Samuel Whitbread Academy that does have the infrastructure already in place.

I have attached 2 photographs I took this morning to show the extent of the issue, this was Raynsford School having something at the Church in Church Road. A smaller school which would have only had parents in attendance that could make it.
I look forward to receiving confirmation that my comments have been received.
5. Eagle Farm Road, Biggleswade - Proposal to Install Waiting Restrictions on Eagle Farn Road in Biggleswade

To seek approval to introduce waiting restrictions, repositioned bus stops and an uncontrolled crossing point on Eagle Farm Road, outside of Stratton Upper School.
Central Bedfordshire Council

TRAFFIC MANAGEMENT MEETING

Eagle Farm Road, Biggleswade - Waiting Restrictions

Report of:  Nishil Parmar, Principal Highways Officer (Nishil.Parmar@centralbedfordshire.gov.uk)

Responsible Director(s):  Tracey Harris, Assistant Director Highways and Environment (Tracey.Harris2@centralbedfordshire.gov.uk)

Purpose of this report

To report on the proposed waiting restrictions, repositioned bus stops/stands and an uncontrolled crossing point on Eagle Farm road outside of Stratton Upper School.

RECOMMENDATIONS

The Executive Member is asked to:

1. Accept the proposals as shown; waiting restrictions, repositioned bus stops and uncontrolled crossing point on Eagle Farm road, outside of Stratton upper school.

Background Information

1. Eagle Farm Road is a residential road terminating in a turning circle for buses serving Stratton Upper School adjacent.
2. A footpath connects Sorrell Way cul-de-sac to Eagle Farm Road and is heavily used by schoolchildren crossing to Stratton Upper School.
3. Currently, there is an extended bus stand area along the northern side of the carriageway, adjacent to the school.
4. There is currently no safe crossing location for pedestrians wishing to cross Eagle Farm Road from Sorrell Way and schoolchildren are crossing in between buses with poor visibility.

Options for consideration

5. To implement no waiting at any times, school keep clear markings and to reposition the bus stops to keep the turning circle clear and allow vehicles to manoeuvre out of Eagle Farm road and minimise traffic buildup. An uncontrolled crossing point and kerb buildout will also be provided east of the entrance to Stratton Upper School.

Consultation

6. The proposed scheme was advertised by a public notice in 28 June 2019 and concluded on 19 July 2019. The various emergency services were consulted along with all other statutory consultees, ward members and the Parish council. Notices were also placed in the area of the proposed restrictions and crossings. A copy of the public notice is provided in Appendix A.
Comments

7. A total of 4 representations were received of which all 4 respondents expressed concerns or specific issues with the proposals without directly supporting or opposing them. Issues raised by the respondents included:
   a. Residents raised concerns about the scheme not being extensive enough, displacing obstructive parking to other nearby areas.
   b. Local residents also questioned why proposals made on their behalf were not considered.
   c. Residents also raised concerns about the safety of students when using the local playing grounds.
   d. One resident queried why Orchard Close was not included as part of these proposals.

Reason/s for decision

8. The displacing of traffic/parking is inevitable, officers are satisfied that whereas the scheme displaces parking it does so in the safest way possible, mitigating and controlling dangerous/obstructive parking. This scheme aims to improve the safety of school children crossing Eagle Farm Rd.

9. The scheme is part of a S106 scheme, as such the funding and the scope of the scheme is limited due to the agreement restrictions. Officers are satisfied that the scheme addresses the immediate issues without exasperating issues in other areas.

10. Stakeholders including residents have the opportunity to respond and provide their support/objection/concerns through the consultation process.

11. Along the School section of Eagle Farm Rd, the proposed DYLS are to restrict parking along the southern side of the road as it would obstruct passing vehicles.

Council Priorities

12. None.

Corporate Implications

13. None.

Legal Implications

14. None.

Financial and Risk Implications

15. None.
Equalities Implications

16. None.

Conclusion and next Steps

17. The proposals are to be accepted in full and implemented as shown.

Appendices

Appendix A: Public Notice
Appendix B: Drawings
Appendix C: Police Consultation
Appendix D: Representations

Background Papers

None

Report author(s): Nishil Parmar

Principal Highways Officer

Nishil.Parmar@centralbedfordshire.gov.uk
Appendix A: Public Notice

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME, NO STOPPING ON SCHOOL ENTRANCE MARKINGS, BUS STOPS AND TRAFFIC CLAMING IN EAGLE FARM ROAD, BIGGLESWADE

Reason for proposal:

The waiting restrictions are intended to address indiscriminate parking in the vicinity of the lower school and 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 Biggleswade:-

1. Eagle Farm Road, south side, from a point approximately 12 metres east of the entrance to the Stratton upper school and community college car park, extending in an easterly direction for 150 metres.

2. Eagle Farm Road, north side, from a point approximately 120 metres east of the entrance to the Stratton upper school and community college car park, extending in an easterly direction for 20 metres.

To introduce no Stopping on School Entrance Markings from Monday to Friday between 8.00am and 4.30pm on the following length of road in Biggleswade:-

1. Eagle Farm Road, north side, from a point outside the exit to the Stratton upper school and community college car park, extending in an easterly direction for approximately 30 metres.

To introduce an uncontrolled crossing consisting of a kerb buildout on the following length of road in Biggleswade:-

1. Eagle Farm Road, (kerb buildout on southern side), approximately 75 metres east of the entrance to the Stratton upper school and community college car park, connecting to the existing footpath to Sorrell Way.

Further Details may be viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 19th July 2019. 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/ South 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

28th June 2019
Statement of Reasons

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

Drawing
Appendix C: Police Consultation

1. Proposed Waiting restrictions, Groverside, Church Road, Henlow.
2. Proposed No Waiting Restrictions Traffic Calming, Bus Stop, No stopping on school entrance markings, Eagle Farm Road, Biggleswade.
3. Proposed No Waiting at any time, Uncontrolled Crossing, Havelock Road, Biggleswade.
4. Proposed Raised Table, Billington Road Leighton Buzzard.
5. Proposed Raised Table, Biggleswade Road, Potton.

This Authority has considered the proposals as outlined in your letter and offer the following comments for further consideration.

Comments

This Authority has considered the proposed waiting restrictions and schemes outlined in your email and attachment, together with the reason(s) given. The proposals are accepted by this authority therefore no objection will be offered to all six schemes.

Name: ... John Loughlin.

Address
Traffic Management Office,
Traffic Management Unit,
Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit,
Joint Protective Services,
Halsey Road,
Kempston, Beds.
MK42 8AK.

Signed: .......John LOUGHLIN
Appendix D: Representations

From: [Redacted]
Sent: Friday, 05 July, 2019 1:59 PM
To: Traffic Consultation
Cc: [Redacted]
Subject: PROPOSAL TO INTRODUCE NO WAITING AT ANY TIME, NO STOPPING ON SCHOOL ENTRANCE MARKINGS, BUS STOPS AND TRAFFIC CALMING IN EAGLE FARM ROAD, BIGGLESWADE

Dear Sir/Madam

I wish to comment on the above proposals (which don’t go far enough):

A/ I’m not aware of any accidents in the area but I’m concerned that there is a potential health hazard arising from traffic emissions (particularly diesel particulates).

B/ The above mentioned Order 201 would, in my opinion, merely encourage temporary and daytime car commuters and students to park further back along the middle of Eagle Farm Road. Furthermore, drivers dropping off students will use the gap between nos 16 and 18 Eagle Farm Road as a turning circle, exacerbating the congestion situation.

C/ There are already instances of inconsiderate parking along this road, especially by commercial vehicles. It just slows up the traffic.

D/ If the school or Central Beds is concerned about the health and well-being of students then the school bus drivers should be instructed to turn off their bus engines when parked. They keep their diesel fuelled engines running causing emission of particulates. It’s not for air conditioning reasons because the bus doors remain open.

E/ In future drivers face fines of up to £100 for leaving engines running (ref The Times ‘Clean Air for All’ campaign Saturday June 29th 2019).

F/ Traffic at school times – especially afternoons, often backs up along Eagle Farm Road and I suggest people pushing prams and buggies ought to avoid this area, and Biggleswade town centre around this time, and Saturdays when traffic is often at a standstill. Hot summer air concentrates pollution close to the ground making pram and buggy seat heights impotent. Babies are more vulnerable to pollution than adults - they breathe faster and have less developed lungs. A team at the University of Surrey is engaged in studying how much pollution babies are exposed to and subsequent pram design (ref New Scientist 8th Sept 2018 p.13).

If cars are displaced from parking in Eagle Farm road by these measures will the school provide additional parking?

All of this, I suggest, requires more joined up thinking about the general issues regarding traffic and traffic calming in Eagle Farm Road...
A recent Public Notice proposes various traffic calming measures along this road, which is the access route to Stratton School. I reside in Orchard Close, Biggleswade and this road is also subject to school traffic. The road is narrower than Eagle Farm Road, and with vehicles parked up to the junction of Hitchmead Road, congestion is a serious problem and residents access is restricted. Can you explain why Orchard Close has not been considered for traffic calming in the same way as Eagle Farm Road. 
I look forward to your response. 
Regards
From: [Redacted]

Date: 05 July 2019 at 20:31
Subject: Traffic Order 201

Dear Sir/Madam,

On several occasions I have written to you concerning the traffic issues in Eagle Farm Road and indeed citing the Health and Safety aspects as they affect Stratton School students and young people using the Sports Field opposite to the School. On no occasion have my concerns received your serious concern.

I am now aware of Order No. 201 (forwarded to me by a neighbour) It seems to me that this Order merely addresses concerns as they affect Stratton School in relation to parking in the cul-ce-sac area by students, residents of Sorrel Way, Commuters and and youths engaged in questionable practices.

It would seem that the Authority does not have a complete picture of the traffic issues in the road and I would strongly urge you to become acquainted with these as they affect road users (vehicular and pedestrian) and residents. Since the introduction of parking restrictions on London Road, Eagle Farm Road has been used increasingly by Commuters and residents form Drove Road. The impact of this causes a traffic standstill at peak times with School buses queuing to get into/out of the road, negotiating parked vehicles which cause a severe road width restriction. The fumes from diesel vehicles are not pleasant at these times.

Perhaps you can advise whether the School will be making alternative ‘on-site’ arrangements for student parking, set down and pick up by parents. If this is NOT the case, the proposed restrictions will merely exacerbate the traffic manoeuvres into/out off and along the road to the detriment of pedestrians and residents’ access/egress of driveways. Further, unless ‘No Access’ /No Turning signage is provided at the entrance to the lane which leads to private garages and ‘Hywood’ it is likely that this will be used for parking. (Sited between 16 and 18 E.F.Rd.)

May I suggest that contact is made with Councillor Dr Hayley Whittaker who is well aware of the overall picture of Traffic issues and Parking at [Redacted] I feel it important to use this opportunity to resolve ALL the issues and not merely create additional ones as the proposals contained within Order 201 would seem to do.

Yours sincerely,

[Redacted]
From: [Redacted]
Sent: Monday, 08 July, 2019 9:06 AM
To: Traffic Consultation
Subject: Fw: Proposed waiting restrictions and traffic calming
Attachments: Eagle Farm Road, Biggleswade School Docs.pdf

I am extremely concerned about the proposed restrictions as they completely fail to take into account a TRO applied for by residents (and supported by me) back in April this year, that we have still not heard the outcome of.

Indeed these proposals, if imposed without any consideration for the TRO application, will only further exacerbate issues raised by residents of the road.

I would ask that the two proposed schemes are reviewed together.
6. Havelock Road, Biggleswade - Proposal to Install No Waiting at Any Time Restrictions and Uncontrolled Crossing Points on Havelock Road

To seek approval to introduce 'No Waiting at Any Time' restrictions on Havelock Road around its junction with Potton Road and to install two uncontrolled crossing points on Havelock Road and Potton Road.
Central Bedfordshire Council

TRAFFIC MANAGEMENT MEETING

Havelock Road, Biggleswade - Waiting Restrictions

Report of: Nishil Parmar, Principal Highways Officer
(Nishil.Parmar@centralbedfordshire.gov.uk)

Responsible Director(s): Tracey Harris, Assistant Director Highways and
Environment
(Tracey.Harris2@centralbedfordshire.gov.uk)

Purpose of this report

To report on the waiting restrictions and uncontrolled crossing points to be implemented on Havelock Road.

RECOMMENDATIONS

The Executive Member is asked to:

1. Accept the proposal to install no waiting at any time restrictions on Havelock Road around its junction with Potton Road and the two uncontrolled crossing points on Havelock Road and, Potton Road respectively.

Background Information

1. Havelock Road is a residential road connecting Lawrence Road to Potton Road, Biggleswade.
2. A shared-use footpath extends from the junction of Havelock Road/Potton Road northbound into a residential housing estate, connecting with FP10.
3. There are currently issues with vehicles parking illegally around the junction, resulting in dangerous turning movements, along with the blocking of the existing dropped kerb access to the shared-use footpath.

**Options for consideration**

4. To implement no waiting at any time restrictions and uncontrolled crossing points on Havelock Road and Potton Road.

**Consultation**

5. The proposed scheme was advertised by a public notice on 28 June 2019. This concluded on 19 July 2019. The various emergency services were consulted along with all other statutory consultees, ward members and the Parish council. Notices were also placed in the area of the proposed restrictions and crossings. A copy of the public notice is provided in Appendix A.

**Comments**

6. A total of 2 representations were received of which 1 resident expressed support for the proposal and 1 objected. Matters raised by the respondents included:
a. Residents raised concerns about the scheme not addressing the number of speeding vehicles along Havelock Road and Potton road.
b. Local business owners expressed concerns of the no waiting at any time will have a negative effect on his business and has requested the restrictions to allow 15-minute waiting.

Reason/s for decision

7. Officers’ response to the points raised are as follows;
   a. The scheme is designed to address the indiscriminant parking around the junction of Havelock Road and Potton Road and improve pedestrian/cycling crossing facilities to/from Churchill Court, the issue of speeding can be addressed as part of another scheme if deemed necessary.
   b. The Waiting restrictions still allow for waiting/loading in the immediate area of local businesses. Vehicles parked at the junction reduce the visibility and are a hazard.

8. Following investigations, it was determined that in order to improve pedestrian and cycling facilities around from Churchill Court, crossing points were required. It was also determined that the no waiting at any time restrictions were required to improve the safety of the uncontrolled crossing points.

Council Priorities

9. The scheme improves pedestrian and cycling facilities helping to enhance communities.

Corporate Implications

10. None.

Legal Implications

11. A Traffic regulation order will need to be implemented following the statutory legal process.

Financial and Risk Implications

12. The scheme consists of a design and approved road safety audit.

Equalities Implications

13. None.

Conclusion and next Steps

14. The proposals are to be accepted in full and implemented as shown.
15. Further investigations are to be conducted to review the effectiveness of the proposals once implemented.
Appendices

Appendix A: Public Notice
Appendix B: Drawings
Appendix C: Police Consultation
Appendix D: Representations

Background Papers
None

Report author(s): Nishil Parmar
Principal Highways Officer
Nishil.Parmar@centralbedfordshire.gov.uk
PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
NO WAITING AT ANY TIME AND UNCONTROLLED CROSSINGS ON POTTON ROAD AND
HAVELOCK ROAD, BIGGLESWADE

Reason for proposal:

For avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising. The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Effect of the Order:

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

1. Potton Road, north side, opposite the junction with Havelock Road, extending in a westerly direction for approximately 17 metres.

To introduce uncontrolled crossings on the following lengths of road in Biggleswade:-

1. Havelock Road, approximately 2 metres from it’s junction with Potton Road.
2. Potton Road, approximately 2 metres from it’s junction with Havelock Road.

Further Details may be viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 19th July 2019. 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/South 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

23rd June 2019
Statement of Reasons

For avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising. The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Drawing
Appendix B: Drawings

Provide new Mesh Grating and frame to Detail GD-010.

Lay new 93 mm x 125 x 102 Type DN as transition with 8 mm - 50 mm uplift.

Lay new 125 x 102 Type DN with 50 mm uplift to match existing length approximately 1.4 m.
Appendix C: Police Consultation

Traffic Management Unit

1. Proposed Waiting restrictions, Groveside, Church Road, Henlow.
2. Proposed No Waiting Restrictions, Traffic Calming, Bus Stop, No stopping on school entrance markings, Eagle Farm Road, Bingleswade.
3. Proposed No Waiting at any time, Uncontrolled Crossing, Havelock Road, Bingleswade.
4. Proposed Raised Table, Billington Road Leighton Buzzard.
5. Proposed Raised Table, Bingleswade Road, Potton.

This Authority has considered the proposals as outlined in your letter and offer the following comments for further consideration.

<table>
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<th>Comments</th>
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This Authority has considered the proposed waiting restrictions and schemes outlined in your email and attachment, together with the reason(s) given. The proposals are accepted by this authority therefore no objection will be offered to all six schemes.

Name: —...John Loughlin.

Address
Traffic Management Office,
Traffic Management Unit,
Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit,
Joint Protective Services,
Halsey Road,
Kempston, Beds.
MK42 8AX.

Signed: —......John LOUGHLIN
Appendix D: Representations

From: [redacted]
Sent: Tuesday, 16 July, 2019 8:41 PM
To: [redacted]
Subject: Objection to Proposed waiting restrictions and traffic calming – Havelock Road, Biggleswade

To Whom it may concern,

I would like to object to the proposed waiting restrictions and traffic calming – Havelock Road, Biggleswade. I currently am the business owner of Premier Express on Potton Road and can see that this will have a detrimental effect on business as customers will not be able to park close to the shop.

I currently employ 4 staff which work on a part time basis and be forced to make redundancies if trade drops due to customers being unable to park temporarily.

I have looked at the proposed plans and would be grateful if you could consider allowing time restrictions on parking over some of the area is no more than 15 minutes.

Please feel free to contact me or arrange a visit so I can speak to you in person.

Many thanks

From: [redacted]
Sent: Thursday, 11 July, 2019 9:19 PM
To: [redacted]
Subject: Havelock road public notice

Follow Up Flag: Follow up
Flag Status: Completed

Comments regarding the proposed notice of traffic measures.

Although exellent that indiscriminate parking is being addressed, I have huge concerns over speed of traffic on Potton Road, Havelock Road and Lindsell Crescent. The measures proposed will not lower the speed of traffic, reduce rat running nor local business Lysander using the three roads twice daily as their own personal turning circle.

With regards
7. Station Road, Sandy - Proposal for Traffic Calming Measures to be Implemented on Station Road, Sandy

To seek approval to install Sinusoidal speed humps and an uncontrolled crossing point on Station Road, Sandy.
Central Bedfordshire Council

TRAFFIC MANAGEMENT MEETING 17 SEPTEMBER 2019

Station Road, Sandy, Bedfordshire - Traffic Calming Measures

Report of: Nishil Parmar, Principal Highways Officer
(Nishil.Parmar@centralbedfordshire.gov.uk)

Responsible Director(s): Tracey Harris, Assistant Director Highways and Environment
(Tracey.Harris2@centralbedfordshire.gov.uk)

Purpose of this report

To report on the proposed traffic calming measures to be implemented on Station Road, Sandy. These measures are sinusoidal speed humps and an uncontrolled crossing point on Station road.

RECOMMENDATIONS

The Executive Member is asked to:

1. Accept the proposal to install Sinusoidal speed humps and an uncontrolled crossing point as shown.

Background Information

1. Station Rd, Sandy is approximately 280m from the northern entrance from the B1042 to the access at Centurion Walk.
2. Liaison with the Station and a number of site surveys have led to the development of the scheme. The Station has plans to close the secondary access for vehicles as shown within the drawings and allow for pedestrian access at the uncontrolled crossing point.
3. As part of a scheme to reduce traffic speeds and to create a safer environment for all road users, Central Bedfordshire Council have proposed traffic calming measures along Station road. The proposed implementation is as follows:
a. The introduction of 2 sinusoidal speed humps along Station Road
b. The addition of an uncontrolled crossing point at Station road before the junction with Willow Rise.

Options for consideration

4. Various traffic calming measures were proposed however the most suitable for the location and to ensure a reduction of speed on approach to the uncontrolled crossing was chosen.
5. A number of types of crossing facilities were considered however due to the existing constraints of the car park, close proximity to the Willow Rise junction and the available funding an uncontrolled crossing was deemed the most suitable.

Consultation

6. The response from Sandy Town Council has been added as a representation within this report.

Comments

7. Two representations were received, of which Sandy Town Council objected and the Fire Department expressed a concern.
8. Sandy Town Council stated they are not aware of a speeding issue along Station Rd therefore not in favour of traffic calming and are not in support of the pedestrian crossing due to safety concerns.
9. The Fire Department had a concern in relation to the close proximity of the fire hydrant to the scheme proposals.

Reason/s for decision

10. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.
11. Officers’ response to the points raised are as follows;
   a. Several site surveys were undertaken as this scheme has been through Outline and Detailed design which have deemed higher vehicular speeds throughout the daytime.
   b. During these site visits a high number of pedestrians were seen to cross Station Rd at the proposed uncontrolled crossing location. These could be residents of Willow Rise or member of public travelling to the footway over the River Ivel. The Station confirmed that the crossing point has a high footfall and recognise this as a safety issue.
   c. The proposals ensure that the uncontrolled crossing is safe due to the placement of two speed humps, signage and low level bollards to replace the existing post and rail system. In addition, the proposal have been through a Road Safety Audit to ensure safety of all road users are considered.
   d. The Design will take into account the fire hydrant and construction will ensure suitable care and maintain access.
Corporate Implications

12. None.

Legal Implications

13. None.

Financial and Risk Implications

14. This scheme has undergone a Road Safety Audit therefore depending on any changes from consultation may require another Road Safety Audit and funding.

Equalities Implications

15. None.

Conclusion and Next Steps

16. The proposals are to be accepted in full and implemented as shown.
17. Monitoring up to 12 months after implementation will then be assessed as to whether there is a need for further improvements.

Appendices

Appendix A: Public Notice
Appendix B: Drawings
Appendix C: Fire Station Response
Appendix D: SandyTown Council Response

Report author(s): Nishil Parmar

Principal Highways Officer
Nishil.parmar@centralbedfordshire.gov.uk
Appendix A: Public Notice

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN STATION ROAD, SANDY

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, propose to construct Sinusoidal speed humps on Station Road, Sandy. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

Sinusoidal speed humps, extending across the full width of the road is proposed to be sited at the following location in Sandy:-

1. Station Road, at a point approximately 18 metres north of its junction with Willow Rise.
2. Station Road, at a point approximately 30 metres south of its junction with Willow Rise.

An uncontrolled crossing point is proposed to be sited at the following location in Place:-

1. Station Road, approximately 2 metres south from its junction with Willow Rise, crossing Station Road.

Further Details may be viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 2nd August 2019.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ
12th July 2019

Statement of Reasons

These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.
Appendix C: Fire Station Response

From: Lisa Lehrle <Lisa.Lehrle@bedsfire.gov.uk>
To: Traffic Consultation
Subject: FW: Proposed Traffic Calming
Attachments: Station Road Sandy Traffic Calming notice.pdf

Hello

Regarding the proposals for traffic calming measures in Station Road, Sandy as attached, please note that there is a fire hydrant located in the carriageway at the proposed location for the southern speed hump (reference 7759 below).

Please be aware that the presence of the speed hump may cause difficulty for the fire and rescue service in using or in testing and maintaining this fire hydrant. We would ask that you review and possibly reconsider the location for the speed hump so as to ensure that the fire hydrant is not compromised. Please can you also ensure that the construction work for the speed hump does not damage or obstruct the fire hydrant.

Lisa Lehrle
Emergency Response Planning Officer
Tel: 01234 845000 x5173
Appendix D: Sandy Town Council Response

Dear Thanbir,

Thank you for confirming you would be able to add the Town Council’s comments to your report on the proposed traffic calming measures in Station Road, Sandy.

The Council discussed the matter at a meeting on 5th August 2019 and resolved to object to the proposed traffic calming works.

Members noted that this work appears to have come forward via some section 106 funds and while the Council agrees that Station Road needs improvements, it was not felt that the work proposed would bring any of the required benefits the road needs and would instead create more hazards and potential dangers.

Members of the Town Council felt strongly that the entire of Station Road should be looked at, taking into consideration traffic movement studies, visibility on junctions converging on to Station Road and any planning permissions granted and a solution to creating a safer road should be thought about in the whole.

The Council were not aware of a speeding problem along Station Road, especially given the amount of traffic congestion that often occurs at this end of the town. The road is particularly narrow, and it was not felt that a need for the speed humps was justified.

Members were pleased to note that the entrance/exit from the car park into Station Road is to be closed. However, concerns were still expressed about the location of the crossing point which was to lead over to this entrance/exit. Members consider the crossing to be in the wrong location, potentially causing a hazard with vehicles coming and going from Willow Rise. Overall, the Council did not feel the crossing was in the right location and as such resolved to object to the proposed scheme.

Kind Regards

Chris Robson
Town Clerk
Sandy Town Council

Anne Elliott-Flockhart
Administrator
Sandy Town Council
19 Cambridge Road
Sandy
SG19 1JE
01767 681491
8. Beancroft Road, Bedford Road, Marston Moretaine - Proposal for Traffic Calming Measures to be Implemented on Beancroft Road, Bedford Road, Marston Moretaine.

To seek approval to install Sinusoidal speed humps, speed cushion markings and a mini-roundabout.
Central Bedfordshire Council

TRAFFIC MANAGEMENT MEETING 17 SEPTEMBER 2019

Beancroft Road – Bedford Road, Marston Moretaine, Bedfordshire - Traffic Calming Measures

Report of: Nishil Parmar, Principal Highways Officer
(Nishil.Parmar@centralbedfordshire.gov.uk)

Responsible Director(s): Tracey Harris, Assistant Director Highways and Environment
(Tracey.Harris2@centralbedfordshire.gov.uk)

Purpose of this report

To report on the proposed traffic calming measures to be implemented on Beancroft Road, Bedford Road, Marston Moretaine, Bedford. These measures are; sinusoidal Speed humps on Beancroft Road, speed cushion marking on Beancroft Road and a mini-roundabout on Bedford Road at its junction with Station Road.

RECOMMENDATIONS

The Executive Member is asked to:

1. Accept the proposal to install Sinusoidal speed humps, Speed cushion markings and mini-roundabout as shown.

Background Information

1. Central Bedfordshire Council has received several complaints regarding the traffic speeds along Beancroft Rd.
2. The Traffic survey results were that speeds were higher than the posted speed and noted a high number of HGV’s.
3. As part of a scheme to reduce traffic speeds, rat running traffic and to create a safer environment for all road users, Central Bedford Council are proposing traffic calming
measures along Beancroft Road and Bedford Road at the junction with Station Road.
The proposed implementation is as follows:

a. Introduction of 3 sinusoidal speed humps along Beancroft Road;
b. Speed cushion marking is proposed on Beancroft Road;
c. A mini-roundabout at the junction of Bedford Road and Station Road

**Options for consideration**

4. Various traffic calming measures including horizontal measures such as chicanes were proposed however these are not suitable for the road widths and length to effectively discourage greater speeds.

**Consultation**

5. The proposed scheme was advertised by a public notice between 11th July 2019 and 1st August 2019. The various emergency services were consulted along with all other statutory consultees, ward members and the Parish council. Notices were posted to residents along Beancroft Road and Station Road. Notices were also placed in the area of the proposed widenings and crossings. A copy of the public notice is provided in Appendix A.

**Comments**

6. Three representations were received of which one resident supported with concerns and requested further information. The other two representations were from the Fire Brigade and Parish Council.

7. The Fire Department had a concern in relation to the close proximity of the fire hydrant to the scheme proposals.

8. The Local Parish Council expressed their concerns regarding the usage of speed humps and felt that using chicanes in this instance would be better.

**Reason/s for decision**

9. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

10. Officers’ response to the points raised are as follows:

a. The Traffic calming measures have specifically been designed and located from the site survey, traffic survey, nature of the road, existing features and available funding.

b. This scheme will undergo monitoring up to 12 months after construction and will form the basis for any further improvement measures which will allow collaboration with other schemes and planned works.

c. The Design will take into account the fire hydrant and construction will ensure suitable care and maintain access.

d. Regarding the nature of the road and existing features together with the available funding the traffic calming measures proposed are the most suitable. A 20mph scheme will not form part of this scheme and may be
developed after monitoring the effectiveness of this scheme once implemented.

Corporate Implications

11. None.

Legal Implications

12. None.

Financial and Risk Implications

13. This scheme has undergone a Road Safety Audit therefore depending on any changes from consultation may require another Road Safety Audit and funding.

Equalities Implications

14. None.

Conclusion and Next Steps

15. The proposals are to be accepted in full and implemented as shown.

Appendices
Appendix A: Public Notice
Appendix B: Drawings
Appendix C: Fire Station Response
Appendix D: Parish Council Response
Appendix E: Representations

Report author(s): Nishil Parmar
Principal Highways Officer

Nishil.parmar@centralbedfordshire.gov.uk
PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN BEANCROFT ROAD AND BEDFORD ROAD, MARSTON MORETAINE

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-1 of the Highways Act 1980 and all other enabling powers, propose to construct speed humps in Beancroft Road, and a mini-roundabout in Bedford Road, Marston Moretaine. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

Sinusoidal speed humps extending across the full width of the road are proposed to be sited at the following location in Marston Moretaine:

1. Beancroft Road, at a point approximately 4 metres north-west of its junction with Nichols Close
2. Beancroft Road, outside no. 37a, approximately 35 metres north-west of its junction with Churchill Road.
3. Beancroft Road, outside no. 14, approximately 40 metres south-east of its junction with Moreleyne Road.

A Speed Cushion Marking is proposed to be sited at the following location in Marston Moretaine:

1. Beancroft Road, outside no. 5 approximately 35 metres south-east from its junction with Hillson Close.

A mini-roundabout is proposed to be sited at the following location in Marston Moretaine:

1. Bedford Road, at its junction with Station Road.

Further Details may be viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 1st August 2019.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

11th July 2019

Marcel Coiffait
Director of Community Services
Appendix B: Drawings

Drawing 1 of 3
Appendix C: Fire Station Response

Hello

Regarding the proposals for traffic calming measures in Beacroft Road and Bedford Road/Station Road, Marston Moretaine as attached, please note that there is a fire hydrant located on the footpath at the junction of Bedford Road and Station Road as pictured below (our reference 4327).

Please be aware that we require a clearance of 1 metre on all sides of a hydrant in order to be able to use, test and maintain it. Please can you ensure that the construction work associated with this project does not damage or obstruct the fire hydrant.

Kind regards
Appendix D: Parish Council Response

From: Hazel Trustam  [mailto:h.trustam@btinternet.com]
Sent: Monday, 15 July, 2019 4:36 PM
To: Thanbir Ahmed; Paul Salmon
Subject: RE: Proposed traffic calming

Dear Thanbir

Thank you for the notice on the proposed traffic calming in Marston Moreteyne. I have a couple of questions ahead of our full council meeting tomorrow night where members will be discussing this matter.

1. When originally discussing traffic calming with Paul Salmon, we spoke of chicanes along Beancroft Road. Is there a reason why the proposal is for speed humps? Chicanes might have helped to not only reduce the speed of traffic but also reduce the amount of HGVs travelling along this road.
2. Will speed humps have any detrimental effect (shaking of homes or noise) on nearby residential properties. Beancroft Road is known for having a large number of HGVs travelling along it.
3. Have the residents of Beancroft Road been written to advising directly of the proposals?

Kind regards
Hazel

Mrs H. Trustam
Clerk to Marston Moreteyne Parish Council
(01234) 743598
Appendix E: Representations

From: 
Sent: 19 July 2019 17:25
To: Traffic Consultation
Subject: Proposal To Install Traffic Calming Measures - Beancroft Road, Bedford Road, Marston Moretaine

Further to your proposal to install traffic calming measures in Beancroft Road / Bedford Road, Marston Moretaine I have the following comments / questions:

1. Has anybody actually carried out a site survey of the proposals?
2. Have you considered all road users - I don’t see any benefit for pedestrians - especially with the introduction of the mini roundabout!
3. What happens to the bus stops on Beancroft Road - these appear to be in the same location as some of the proposed speed humps
4. What is the difference between a speed hump and a cushioned speed hump?
5. What traffic analysis has been carried out in respect of the proposed mini-roundabout?
6. Has a mini-roundabout been considered at the junction of Beancroft and Bedford Road - this would vastly improve traffic flow and assist speed calming - probably more than the one proposed?
7. What effect will the proposed mini roundabout have on the junction of Beancroft and Bedford Road [It’s almost impossible to turn right out of Beancroft Road onto Bedford Road towards Woburn Road].
8. What effect will the mini-roundabout have on pedestrians crossing Station Road [By prioritising right turning traffic from Beancroft / Bedford Road you are almost making crossing this road impossible during peak times without some form of crossing]
9. Has a crossing been considered to cross Station Road?
10. How is the entrance into the doctors surgery car park and the shop units at the rear of the Post Office on Bedford Road interfaced with the proposed mini-roundabout [Your drawing is unclear]. Especially turning right into the Surgery from Station / Bedford Road.

Whilst writing I would like to comment that I think humps in Beancroft are a better solution to chicanes - as these would simply encourage drivers to speed up to “beat” oncoming vehicles and with the amount of inappropriate parking in the village would mean that the Bedford / Beancroft junction would inevitably get snarled up during peak times.

Please don’t think I am opposed to your proposal, in fact I am keen on anything that improves road safety, I am simply cautious that you might unintendently make matters worse if the area and scheme isn’t considered as a whole.

I look forward to your response and understanding your proposed traffic calming measures better.

Kind Regards

Sent from Windows Mail
9. Billington Road, Leighton Buzzard - Proposal for Traffic Calming Measures to be Implemented on Billington Road, Leighton Buzzard.

To seek approval to implement traffic calming measures in the form of footway widening, raised table junctions and a pedestrian and cyclist parallel crossing point along Billington Road, Leighton Buzzard.
Central Bedfordshire Council

TRAFFIC MANAGEMENT MEETING 17 SEPTEMBER 2019

Billington Road, Leighton Buzzard - Traffic Calming

Report of: Nishil Parmar, Principal Highways Officer
(Nishil.Parmar@centralbedfordshire.gov.uk)

Responsible Director(s): Tracey Harris, Assistant Director Highways and Environment
(Tracey.Harris2@centralbedfordshire.gov.uk)

Purpose of this report

To report on the proposed footway widening, raised table junctions and pedestrian and cyclist parallel crossing point along Billington road, in Leighton Buzzard.

RECOMMENDATIONS

The Executive Member is asked to:

1. Accept the Proposal as shown (footway widening, raised features and parallel crossing).

Background Information

1. Central Bedfordshire Council has received several complaints regarding vehicle speeds along Billington Road, Leighton Buzzard.

2. Billington Road has a 7.5T weight limit between a point 200yards north of the roundabout junction with Johnson Drive, and the junction with Grovebury Road.

3. Billington Road is a 30mph local road consisting of mostly residential properties, with a commercial park to the south, prior to the commencement of the 7.5T weight limit.
Options for consideration

4. To implement a new 20mph speed limit, footway widenings along Billington road, a raised junction at the junction of Billington road and the Maltings and a parallel pedestrian and cyclist crossing point at the entrance to Pages Park

Consultation

5. The proposed scheme was advertised by a public notice in June 2019. The various emergency services were consulted along with all other statutory consultees, ward members and the Parish council. Notices were posted to residents along Billington road. Notices were also placed in the area of the proposed widenings and crossings. A copy of the public notice is provided in Appendix A.

Comments

6. A total of 15 representations were received of which all 11 respondents expressed support for the proposal, in principle and 2 objected. Matters raised by the respondents included:
   a. Residents raised concerns about a decrease in existing parking spaces.
   b. Local residents raised concerns that the scheme does not address the large number of HGVs using Billington road.
   c. One resident raised concerns that the traffic flow will be restricted causing trailing traffic at peak times.

Reason/s for decision

7. The scheme incorporates Lay-bys in the footway widenings and the design has maximised the parking bays however due to safety some parking may be relocated along Billington rd.

8. A study of HGV uses was not conducted, this can be addressed at a later stage and if deemed necessary a weight restriction can be implemented.

9. The scheme is designed to reduce traffic speeds throughout its length, this will inevitably reduce traffic flow, however officers are satisfied that the increase in journey time is not excessive as vehicles will be travelling the speed limit.

Council Priorities

10. None.

Corporate Implications

11. None.
Legal Implications

12. None.

Financial and Risk Implications

13. The scheme consists of a design and approved road safety audit.

Equalities Implications

14. None.

Conclusion and next Steps

15. The proposals are to be accepted in full and implemented as shown.
16. Further investigations are to be conducted to review the effectiveness of the proposals once implemented.

Appendices

Appendix A: Public Notice
Appendix B: Drawings
Appendix C: Police Response
Appendix D: Representations

Background Papers
None

Report author(s): Nishil Parmar
Principal Highways Officer

Nishil.Parmar@centralbedfordshire.gov.uk
PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN BILLINGTON ROAD, LEIGHTON BUZZARD

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-I of the Highways Act 1980, under Section 23 of the Road Traffic Regulation Act 1984 and all other enabling powers, propose to construct a Raised Table Junction, a Raised pedestrian and cyclist parallel crossing, uncontrolled crossing points and, footway widenings to create chicanes. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

A Raised Junction at a nominal height of 75mm, approximately 15 metres long and extending approximately 7 metres into the side road, including ramps, extending across the full width of the road is proposed to be sited at the following location in Leighton Buzzard:-

1. Billington Road, at its junction with The Maltings.

Uncontrolled crossing points are proposed to be sited at the following locations in Leighton Buzzard:-

1. Billington Road, approximately 12 metres south of its junction with A4012.
2. Billington Road, outside No. 33.
3. The Maltings, at its junction with Billington Road.

A Raised parallel zebra and cyclist crossing is proposed to be sited at the following location in Leighton Buzzard:-

1. Billington Road, at a point approximately 40 metres north of its junction with Eden Way.

Further Details may be viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 23rd July 2019.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

2nd July 2019

Marcel Colffait
Director of Community Services
Statement of Reasons

These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

Drawing
Appendix B: Drawings
Appendix C: Police Response

1. Proposed Waiting restrictions, Groveside-Church Road, Henlow.
2. Proposed No Waiting Restrictions, Traffic Calming, Bus Stop, No stopping on school entrance markings, Eagle Farm Road, Biggleswade.
3. Proposed No Waiting at any time, Uncontrolled Crossing, Havelock Road, Biggleswade.
4. Proposed Raised Table, Billington Road Leighton Buzzard.
5. Proposed Raised Table, Biggleswade Road, Potton.

This Authority has considered the proposals as outlined in your letter and offer the following comments for further consideration.

Comments

This Authority has considered the proposed waiting restrictions and schemes outlined in your email and attachment, together with the reason(s) given. The proposals are accepted by this authority therefore no objection will be offered to all six schemes.

Name: - ...John Loughlin.
Address
Traffic Management Office,
Traffic Management Unit,
Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit,
Joint Protective Services,
Halsey Road,
Kempston, Beds.
MK42 8AX.

Signed: - .......John LOUGHLIN
Appendix D: Representations

From: [Redacted]
Sent: Monday, 08 July, 2019 4:45 PM
To: Traffic Consultation
Subject: Re Billington Road calming plans

Follow Up Flag: Follow up
Flag Status: Flagged

I live at [Redacted] and looking at the plans it seems we will not be able to park outside our houses Nos. 2 to 16 have no alternative parking and would like to know what we are supposed to do. We are all agreed something needs doing as it is a race track a lot of the time and lorries well over the 7.5 ton weight limit use it all the time. I would appreciate some feedback and thank you in anticipation Regards Faith Stammers

From: [Redacted]
Sent: Monday, 08 July, 2019 9:44 PM
To: Traffic Consultation
Subject: CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN BILLINGTON ROAD, LEIGHTON BUZZARD

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir / Madam

I live at [Redacted] with [Redacted]. These calming measures cannot come soon enough. This road is being used as a race track constantly by speeding drivers. It is unsafe and something should have been done much sooner - I wrote to the council about this years ago.

Can I ask that the images are sent in a better resolution so people can see the proposed measures? Can I also request a speed camera is also installed on this road as that would add a further much needed deterrent here.

Many thanks
Hi,

I am writing with regard to the proposals for the traffic calming on Billington Road, Leighton Buzzard.

We are very pleased that this work is going ahead as it is very dangerous as cars all day long speed along this road and we have a lot of large lorries who ignore the height/weight restriction notice.

We would ask though please that directly outside our house on the other side of the road, there are some parking bays. When the bays are taken it is very hard to swing into our drive opposite. People also park outside of the bays too which makes it even harder. 

If this could be considered please it would be much appreciated.

Kind regards

Good morning,
I am all for the traffic calming ideas, think it’s a wonderful idea but please can you confirm it doesn’t effect my access to my driveway.
I live at and the last time the white lines were redone, my driveway was missed and often have people blocking my drive, occasionally when my car is parked I look forward to your reply.

Kind regards
From: [Redacted]
Sent: 05 July 2019 12:31
To: Customer Services <Customer.Services@central-bedfordshire.gov.uk>
Subject: TRAFFIC CALMING MEASURES IN BILLINGTON ROAD

Dear Sirs,

I am in receipt of the Statutory Notice concerning the PROPOSED INSTALLATION OF TRAFFIC CALMING MEASURES IN BILLINGTON ROAD.

It is impossible to be able to comment on these as the print size on the "Drawings" is so small it impossible to read, even with a very strong magnifying glass.

There is NO key to identify what all the blue markings, of which there seem to be two shades, indicate, what the squiggles are on the second drawing is impossible to tell.

There is NO indication of how parking outside our houses will be affected - 13 to 21 inclusive do not have garages.

NO indication as to when the work would start if approved or how we, the residents, will be affected.

Would somebody PLEASE produce drawings which can be read and with a key and distribute those to us or at least do something to the online version that enables it to be clearly read and with a key to what all the blue means and the other symbols.

It is very bad to circulate something on which the residents are being asked to comment when it is impossible to identify on what is we are being asked to comment.

Some common-sense please.

I look forward to being advised where improved, readable, drawings with a key may be viewed.

Yours faithfully

[Redacted]

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From: [Redacted]
Sent: Monday, 10 July 2015 2:31 PM
To: Traffic Consultation
Subject: Billington Road traffic calming

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

As a resident of Billington Road, this is just a quick email to say I fully support any measures which will calm traffic in this road such as the proposals which have just been published.

It mystifies me why there hasn't been a speed camera already installed due the constant speeding of numerous motorists along this stretch over the years.

I would also be interested to know what the timescales are for putting these measures into practice are?

Regards
From: [redacted]
Sent: Saturday, 13 July, 2019 6:10 PM
To: Traffic Consultation
Subject: Traffic calming measures to Billington Road
Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon

I live at [redacted] and while we are in favour of any efforts to calm and slow the traffic down along the road, we do however have one or two concerns.

Firstly our main worry is resident parking.

The plans you have submitted suggest that the parking bays that currently line the road from number 13 all the way along the road until the entrance to The Maltings. As the vast majority of the houses that use these bays have no alternative measures, what is your plan for this?

Secondly, as I am sure you are well aware Billington road is used quite regularly by emergency vehicles especially ambulances for access in and out of town, the measures you are suggesting may well make this access a lot more difficult thus slowing down their response time.

Many thanks for taking the time to read this and considering our concerns.

Kind Regards

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From: [redacted]
Sent: Wednesday, 17 July, 2019 3:39 PM
To: Traffic Consultation
Subject: TRAFFIC CALMING MEASURES IN BILLINGTON ROAD, LEIGHTON BUZZARD
Follow Up Flag: Follow up
Flag Status: Flagged

Firstly, as residents of Billington Road, we are wondering why you think that these measures are necessary? Perhaps you would be kind enough to give us the figures for traffic accidents, injuries and fatalities in the road.

It has been proven that traffic calming measures burn more fuel and lead to more road rage.

We are not aware of the traffic moving fast on the road. Indeed, quite frequently there are tailbacks into Leighton Buzzard extending half way up the road.

The parking arrangements at the Lake Street end of the road has created a natural chicane which slows the traffic down considerably and causes problems for emergency vehicles and the bus. How are emergency vehicles going to have access? Am balances, in particular, use this road frequently. How will residents' driveway access be affected?

As for the zebra crossings. One of us is quite elderly, but is still able to get across the road without too much trouble and without holding up the traffic.

Looking at the state of some of the roads in the area, we feel that money would be better spent on repairing roads in Leighton Buzzard than this scheme.

---
The following are my comments on the Proposal to Install Traffic Calming Measures in Billington Road, Leighton Buzzard:

1. It would have been helpful if it had been possible to work out what the drawings on the reverse of the Public Notice represented, ditto the two shades of blue. There is no Legend and the print is so small that not even a high grade magnifying glass enabled it to be read.

Following a telephone conversation with the relevant person at Central Bedfordshire Council he emailed his drawings to me so all is now clear.

2. My main concern [and, I suspect, that of my neighbours] is how these measures will affect the PARKING outside our houses - specifically 7 and 13-21 inclusive which do not have a garage at the rear and thus no off-road parking facility.

From the drawing I now have it appear that there will not be any change to the current situation, but I would appreciate confirmation of this.

3. Although it is to be hoped that these measures will be effective in reducing the speed of traffic, I feel that it is more than likely they will ADD to the congestion during the morning, lunch hour and evening rush hours, and on Saturdays. This is caused by traffic queuing to exit Billington Road at its junction with Grovebury Road/Lake Street/Stanbridge Road - the result of the altered layout of the junction which meant that those exiting Billington Road no longer had right of way.

4. In addition to the problem of speed, there is that of the number of HGVs travelling along Billington Road, despite the supposed 7.5 tonne ban. Many of these then turn left into Grovebury Road, a manoeuvre only accomplished by all traffic in the other roads stopping until the HGV has managed to get itself round the very sharp corner.

5. The fact that after heavy or continuous rainfall the gulley at the corner of Billington Road and Grovebury Road [i.e. the last one on that side] floods across the pavement that side, up the road for some distance and across to the shop side of the road. Basically because it is at the bottom of the hill and all the debris carried down the gutter ends up trapped there.

6. Ambulances, Police cars and Fire Engines all use this road so could be affected by the proposed measures.
Hello,

I am writing in response to the public and statutory notice in relation to the proposed traffic calming measures on Billington Road, specifically the introduction of the "Footway widenings to create chicanes". My points to raise and query with you are as follows:

1. The images included in the notice which outline the works are extremely poor quality. It is very difficult to understand the impact of the 'Footway widenings to create chicanes' from the designs and descriptions provided.
2. I was informed of the notice by a neighbour. The proposal of this type of works should be posted through the front doors of impacted residents, so everyone has a fair opportunity to share their thoughts/concerns.
3. There is no information regarding the existing parking bays that are utilised by residents (Cottages 2-16). Please could you clarify whether these parking bays will be impacted by the proposal, and if so, has there been any consideration of elderly/disabled residents who require access to vehicles?
4. Which other 'less intrusive' traffic calming measures have been considered and what justifications prevented these from being proposed, before potentially impacting residents of the road? I have not seen any attempts to reduce speed using a 'soft' approach.

I trust that the above points/considerations have been addressed leading up to this proposal and look forward to you sharing your approach and decisions leading up to this point. I do agree that traffic calming measures do need to be put in place, however would like assurance it will be implemented in a way that protects the current amenities for the residents, and of course, valuation of properties impacted on Billington Road.

Thank you,

Dear Sirs,

Whilst I’m in agreement with the proposed traffic calming measures I have some questions.

1) Please confirm that the Footway widenings will accommodate car parking for the residents.
2) Storm drains at the moment these drains are blocked and any reasonable amount of rain fall congregates at the bottom of Billington road at the junction with Grovebury road, the footway widening and raised junction will cover the existing drains (although blocked at the moment) this will cause further flooding and possible flooding of local houses. What action is being taken to ensure adequate drainage is in place.

Kind regards
From: 
Sent: Monday, 22 July, 2019 8:44 PM
To: Traffic Consultation
Subject: Traffic calming Billington Road

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning,
I am all for the traffic calming ideas, think it’s a wonderful idea but please can you confirm it doesn’t effect my access to my driveway
I live at [redacted] and the last time the white lines were redone, my driveway was missed and often have people blocking my drive, occasionally when my car is parked
I look forward to your reply

Kind regards
Tracie Pollock

---

From: 
Sent: Tuesday, 23 July, 2019 3:11 PM
To: Traffic Consultation
Subject: Billington Road, Leighton Buzzard - Proposed Works

Follow Up Flag: Follow up
Flag Status: Flagged

Billington Road, Leighton Buzzard - Proposed Works

To whom it may concern:

I’m delighted that this neglected part of the town is receiving attention, unfortunately the proposed works don’t go anywhere near far enough and in their present state risk being entirely nugatory.

Apart from weight of traffic the road suffers from three main issues:

Lack of a safe crossing point at the northern end of Billington Road

At the very minimum this needs to be a zebra crossing (preferably raised), the proposed ‘pedestrian refuge’ type crossing would be inadequate. The example on Stanbridge Road is pathetically inadequate for its job, requires nerves of steel to use and is absolutely terrifying when accompanying children. You should seriously consider changing this for a zebra at the same time.

Speeding traffic

You’re probably only too well aware that the local ‘boy racers’ use this road a drag strip and like to compete to eat the shortest time to the Page’s Park crossing. This seriously needs to be addressed, using at the very minimum regularly spaced speed ramps, chicanes or whatever the current favourite method is. The current proposed raised junction and crossing will have minimal impact in this respect being only two in number and 100’s of metres apart.

Wholesale disregard of the 7.5 tonne limit

The current 7.5 tonne limit doesn’t ever appear to be enforced and is regularly controverted. Anything that can be done to rectify this situation would be welcome. It is quite likely that were the first two issues, above, to be comprehensively tackled then this may serve to deter traffic onto more preferred routes.

Thank you for the opportunity to comment and for your attention to this matter. As I suspect this is likely to be a once in a generation opportunity to have work done on this road I hope that you take the opportunity to rectify the significant issues we are currently facing.

Yours sincerely,
Dear Traffic Management Team,

We are writing to raise some concerns about the proposed traffic calming measures in Billington Road.

During the previous highway alterations, parking bays were installed opposite the vehicular access to our property, the properties adjoining us and some allotments.

Previously to this, very rarely did anyone park in the locations of the now marked bays, however now they are invariably occupied, which has safety implications to all.

There is significant risk to access our property by car from the South, as we have to pull over to the other side of the road to be able to swing round into the access. This causes confusion and frustration for motorists behind us as they usually cannot understand our actions. To them we appear to have just stopped in the road, indicating, whilst we wait for a clear gap in the traffic approaching from the North. We have had instances where, as a gap appears, the vehicle behind us has tried to overtake at the same time as we move forward on to the opposite side of the road. Luckily there has been no contact as yet in our case. Previously, with no cars parked opposite our access, we could move sufficiently to the middle of the road, even with oncoming traffic, to swing round into the access.

Even coming from the North, the turning circle and clearance is very tight. Previously we could position our approach further to the left-hand side of the road to give a comfortable manoeuvre.

Exiting our property also now has increased risk. With parked cars, possibly on both sides of the road and stationary traffic backing up from Grovebury Road means limited visibility, increasing the risk of a collision. Turning left from our property towards the town, the narrowness of the road necessitates us turning onto the wrong side of the road.

People have already scraped their vehicles due the restricted turning circles.

This new proposal appears not to improve things from our perspective (ie the access to parking for Nos. 24, 26 and 28 plus access to the allotments), but may increase risks due to more obstacles for the motorist to deal with.

We recognise, however, that the current proposal appears to have considered the possible access problems to and from some other properties. For example, adjacent to properties Nos. 38 to 44, the pavement has been widened which facilitates easier access/egress than at present to those properties.

As there is no driveways or frontages to properties on the opposite side of the road to us, it would be a safer and a better engineering solution to have the widened pavement on our side of the road.

We hope that you will take our concerns into consideration. We have raised our concerns previously, as will be evident from your files. We look forward to hearing from you.

We apologise for the delay in getting this response to you. We were not notified directly about the proposal.
23 JUL 2019

6 At July 2019

Dear Sirs,

I write regards the proposed works on the Billington Rd. Leighton Buzzard.

Since alterations, wrongly of the views by local people, using the junction of Billington Rd, Great Lex Rd and Stanbridge Rd, traffic builds up, particularly at weekends.

A few years ago thousands of pounds were urgently spent making a cycle lane up Billington Rd, leading to nowhere, hardly ever used since this was considered by most people to be too dangerous since this was mostly used by cars etc and the path consequently worn away, since then designated parking areas were installed, frequently slowing traffic further.

I, and others, are very concerned about the dangers on leaving the dwelling onto Billington Rd as vehicles are often parked beyond designated areas.

Due to restricted vision caused, drivers are forced to
take risks to get out to see oncoming traffic, drivers constantly use our turning round to avoid queues caused by difficulties at the mentioned junction. Not tolerable over load.

I trust these points will be brought to the attention to those making important decisions as local people are concerned with all the above mentioned. However, slowing the traffic would be welcome. Volumes are getting worse and will increase further in the future with much new housing development.

Thank you for your kind attention.
10. B530 Road, Fancott, Toddington - Proposal for Traffic Calming Measures on the B530 Road, Fancott, Toddington.

To seek approval for no further consideration to be given on implementing the proposed traffic calming measures on the B530 Road, Fancott, Toddington.
Purpose of this report

To report on the proposed width restriction to be implemented on the B530, adjacent to Fancott, Toddington. This measure is intended to act as a traffic calming measure on the B530.

RECOMMENDATIONS

The Executive Member is asked that:

1. No further consideration is given to the option proposed and Central Bedfordshire Council to work with local residents and the police to find alternative solutions.
Background Information

1. The B530 is a single carriageway road between Fancott in the south and Harlington Road/M1 Motorway access in the north.
2. There is a 60mph speed limit on this road, with advisory 40mph limits at some locations, which is of rural nature with some farm and local business accesses along this route.

Options for consideration

3. The proposed width restriction is proposed 100 metres north of the junction with Luton Road, Fancott and will only allow vehicles of 2 metre width or less to pass through. This will be supplemented by appropriate signage at each end of the B530 highlighting this width restriction for any larger vehicle looking to pass through.

Consultation

4. A public consultation was conducted between 20th June and 11th July 2019. This included posting public notices on site, in local newspapers and on the Central Bedfordshire consultation website. Views were also sought from local stakeholders, police and businesses in the area. The advertised public notice and drawing is shown in Appendix A and B respectively.

Comments

5. Toddington Parish Council stated that they objected to the scheme on the basis that it would increase traffic through Toddington village. These concerns are detailed further in Appendix C.
6. The Local Police also expressed concern about the width restriction proposals. This included concerns that the proposals would lead to queueing and subsequent rear end collisions, excessive braking and potential loss of control of vehicles. This response is detailed further in Appendix D.
7. A total of seven representations were received. Two stated an objection to the scheme while the remaining five responders expressed concern with the proposals while not expressing clear objection or support for the scheme. These are outlined further in Appendix E. In summary, common concerns raised included:
   a. Large vehicle deliveries to local businesses along the route will be affected
   b. Emergency vehicles will be impacted by the proposals
   c. A local school bus route will have to diverted as a result of the proposals
   d. Proposals won’t stop speeding and camera enforcement may be more effective.
   e. Proposals will lead to an increase in farm traffic through Toddington village.

Reason/s for decision

8. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.
Corporate Implications

9. None.

Legal Implications

10. None.

Financial and Risk Implications

11. None.

Equalities Implications

12. None.

Conclusion and Next Steps

13. No further consideration is given to the option proposed and CBC to work with locals and the police to find alternative solutions.

Appendices

Appendix A: Public Notice
Appendix B: Drawings
Appendix C: Toddington Parish Council Response
Appendix D: Police Response
Appendix E: Representaions

Report author(s): Paul Salmon

Team Leader Traffic Management
Paul.Salmon@centralbedfordshire.gov.uk
Appendix A: Public Notice

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING MEASURES IN B530, TODDINGTON

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-1 of the Highways Act 1980 and all other enabling powers, propose to construct a road narrowing on the B530, Toddington. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

A Road Narrowing, comprising a kerb build-out narrowing the carriageway to approximately 2 metres is proposed to be sited at the following location in Place:-

1. B530, at a point approximately 100 metres north of its junction with Luton Road.

Further Details may be viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 11th July 2019.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ
20th June 2019

Marcell Coiffait
Director of Community Services

Statement of reasons

These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

Drawing
Appendix B: Drawings
Appendix C: Toddington Parish Council Response

From: Toddington Parish Council [mailto:toddingtonpc@tiscali.co.uk]
Sent: 18 March 2019 09:22
To: 'Traffic Consultation' <Traffic.Consultation@centralbedfordshire.gov.uk>
Subject: RE: Bridle Way Proposed Narrowing

Dear Traffic Management Team,

In response to your consultation regarding the B538. Please could you take Toddington Parish Council's comments into full consideration.

We object to this proposal as this would increase the HGV Traffic through the Village of Toddington, Strict restrictions require to be in place through our village to enforce the Weight Restriction on the B5120 which is in place.

We have campaigned at several meetings over the years for speed reduction measure to be put in place along this bridleway and would welcome a 40mph Speed restriction and Double White Lines up the middle of this whole stretch of road.

By narrowing this part of the bridleway you are isolating the bigger picture it would create around surrounding area’s.
It raises questions such as

1. What does a lorry do if it wrongly gets to the gateway(and some will)? Can it turn round there. Will it have to reverse
2. What route would a lorry take that needs to deliver in that area - through Toddington and down Luton Road?

Look forward to hearing from you.

Kind regards

Nicola Evans
Clerk
Toddington Parish Council
01525 874312
Appendix D: Police Response

Proposed width Restriction, Fancott, Toddington

This Authority has considered the proposed width restriction as outlined in your e-mail and attachment dated the 12th June 2019. The following comments are for further consideration.

Comments
As detailed in the proposal and plan the width restriction will be positioned on an unrestricted road, in a rural environment and close to a series of bends. From the information offered it is anticipated that the reduced road width is likely to cause queuing at busy traffic hours on this commuter favoured road. Queuing vehicles travelling in a Westerly direction, towards Charlton, will be vulnerable and liable to rear impact.

In addition, vehicles travelling Westerly, again towards Charlton, having negotiated the series of bends on exiting may be confronted by the reduced width feature possibly with oncoming vehicles in the centre of the road. Harsh or excessive braking at this point is likely to cause loss of control particularly during periods of inclement weather.

This Authority has considered the proposals as outlined in your e-mail, together with the reason(s) given, is accepted by this authority, therefore no objection will be offered.
Appendix E: Representations

The proposed "traffic calming" at Fancott was seeking comments by the 11th July, unfortunately this was not advertised well, so I have only just been able to comment. Why do CBC not include these public/statutory notices in their daily/weekly news emails? Nevertheless I trust this comments will be considered.

I object to the proposal, for the following reasons:

1. It is not explained what this proposal is seeking to improve. The justification is not clear. The "statement of reasons" states the intention is to reduce traffic speeds. I do not see this argument, when vehicles are already slowing for the junction. It will not slow cars or light good vehicles any more than they are already slowing for the junction. It will slow vehicles 2m or wider to the point when they will provide a hazard to other road users and themselves. The section with peak speeds if further along the road.

2. There does not appear to have been any consideration of what a vehicle has arrived at the narrowing (potentially in error) but is too wide is meant to do:
   a. if approaching from the M1 J12, then there is nowhere for them to turn, so they will be forced to reverse for about 600metres along the road to Crowbush farm where there is the ability to turn using the farm entrance. This is prone to risk to them and other road users on a road with known high average speeds, undulating, with twists and bends, resulting in a severe risk of collision – in my view increasing the risk to the public.
   b. if a vehicle is approaching from Toddington, then then can continue through to Chalton, or will attempt a u-turn at the junction with the obvious risks, and
   c. if a vehicle is approaching from Chalton then they would probably continue into Toddington village negotiating the parked cars and narrow road at Princess Street. This seems a greater hazard than using The Bridleway.

3. The road is the wide load access to the National Grid substation (and AW Sewage works) for large vehicles from the M1, J12, transporting very large loads such as transformers. The construction of the narrowing would need to be built in such a way that it could be removed to allow these load to negotiate the ‘obstruction’. These loads can not arrive via J11a due to the steep hill south of Chalton and the turn turning in Chalton village.

4. The proposed new direction signage should include the M1 north (to J12) & M1 south (to J11a), as now, and to encourage vehicles to use the Bridleway to access the M1 rather than Toddington village.

5. How is access for agricultural vehicles facilitated? These can clearly not use the M1 as an alternative, use of Princess Street in Toddington is not ideal.

6. How is access for emergency services impacted? The M1 no longer has a hard shoulder so when the carriageway is blocked then this route ceases to be an alternative to attend emergencies for fire and ambulance.

7. There is a bridleway and a public footpath joining the road at and near to where the proposed narrowing is intended, how has the impact on this the vulnerable non-motorised users of the public rights of way been considered?

8. The Bridleway user warning signs have disappeared in recent years. The Bridleway forms part of the Icknield Way Trail, a long distance riders route promoted by CBC. There used to be a warning sign on the Bridleway road approaching the junction. The only remaining Bridleway warning sign beyond the Fancott pub towards Chalton has fallen in the hedge and is now pointing the wrong way. Despite reporting this nothing has been done to replace it.

9. The proposal says to see drawing CBC-201361-1100-000 but this is not included in the consultation. How can this be considered as part of the consultation if it is not included? Can I have sight of a copy please?

10. The proposal makes no mention of any advanced warning signage to be fitted at the BS30/AS120/M1 junction. This would be sensible if the intention is to prevent large vehicles using the road in time of M1 disruption.

11. The proposal makes no mention of any advanced warning signage to be fitted at the roundabout south of Chalton. This would be sensible if the intention is to prevent large vehicles using the road in time of M1 disruption.

12. It is probably also worth mentioning that the direction sign at the CBC BS30/AS120/M1 junction in the centre traffic island which mentioned the direction to Chalton and the current weight restriction was damaged some years ago and is still un-repaired.

Whilst I would support slowing traffic on the Bridleway road, particularly after a series of deaths and serious injuries. I do not believe this proposal will achieve that intention. I would also support limiting larger vehicles using this as an alternative route during M1 disruption, but this does not appear to be the right place for a narrowing. Is it possible to use weight limit enforcement cameras, or put a narrowing in Chalton?

Whilst I would support slowing traffic on the Bridleway road, particularly after a series of deaths and serious injuries. I do not believe this proposal will achieve that intention. I would also support limiting larger vehicles using this as an alternative route during M1 disruption, but this does not appear to be the right place for a narrowing. Is it possible to use weight limit enforcement cameras, or put a narrowing in Chalton?

Happy to discuss or clarify any of the above points.

Please advise when this proposal will be discussed at any public meeting.

regards
To whom it may concern,

The National Farmers Union represents roughly 500 farmer members in Bedfordshire. Of these members, 13 are in the area adjacent to Toddington with several of them either owning or farming land either side of the B530. For all farmers in the surrounding area, the B530 is a vital transport connection, allowing them to cross the M1 via the A5120, without going through Toddington itself. The NFU has a number of serious concerns with this proposal, relating to access to members’ land for farming purposes as well as the need to transport machinery along the road.

As I’m sure you are aware, transporting agricultural machinery can be challenging, and farmers are keen to ensure that they minimise the risks involved wherever possible. As it stands, the proposal to narrow the road to 2 metres, would mean that agricultural users would now have to travel through Toddington, adding to congestion as well as posing a potential hazard to other users. This is particularly the case around harvest time (July-September) when large grain trailers of 20 tonnes or more would need to pass through the village, along with combine harvesters and other machinery. Given the ongoing issues with traffic through Toddington, this would only add to the problem.

For members who farm either side of the B530, the 2 metre narrowing would mean that in some cases they would be required to travel several additional miles – via Toddington – in order to access fields just a few metres apart that are effectively cut off by the road narrowing. With that in mind, the day-to-day impact of what seems like a minor change to the road will be considerable.

The NFU are fully supportive of measures to improve road safety, however given the impact this will have on agricultural users, this scheme must be reconsidered. I would be more than happy to provide more specific information if needed.

Kind regards,
Dear Traffic Management Team

Once again I am writing to you about the proposed pinchpoint on the B530 at the Fancot end of the road and I would like to express my concerns which are as follows:

1. How is the stated aim of reducing speed to be achieved by narrowing the road 100 metres from the end of a road approximately 1 mile long?
2. How is it proposed to get farm machinery through a 2 metre gap?
3. This proposal will stop emergency vehicles from getting through not to mention heavy goods vehicles which come along here when the M1 southbound is blocked.
4. It will also mean that gritting wagons can not get through to spread in the Winter time.

Personally I have no problem with the odd HGV coming along here to deliver and it does happen sometimes that large lorries make a genuine mistake and use this road. I would feel very sorry for the driver that had to back up, around several bends to be able to turn around if a mistake was made.

Having lived on this road for 43 years I can tell you that it is not the heavies that are the problem and having a Mickey Mouse speed limit of 40 has made no difference at all. In my opinion the only way you will slow down the traffic is to have a proper speed limit along here and enforce it properly.

Yours sincerely
25th June 2019

To the Traffic management team, I am writing in response to your proposal to introduce a road narrowing, comprising a kerb build-out narrowing the carriageway to approximately 2 meters at location B530 at a point approximately 100 meters north of its junction with Luton Road. Although we agree that a traffic calming measure is needed, we strongly oppose the suggestion of a width restriction. The proposal will affect our business as we won’t be able to get our fairground amusements in and out of our property. We won’t be able manoeuvre the large lorries used to transport our equipment to their destination. This will have a detrimental effect to our business.

The width restriction would also impact emergency vehicle’s getting through to us if needed and agricultural vehicle’s accessing their fields on the B530. They will have to go through the village of Toddington to get around from the other end of the B530. Toddington is a built-up residential area with 2 large schools and a lorry restriction so not ideal for large vehicles to drive through. Also, if there was a problem on the motorway which resulted in traffic leaving junction 12 then all the large vehicles would have to either go through the Village of Toddington which as mentioned is a built-up residential area or through the Village of Harlington again a residential area.

We would much prefer to see an enforced speed limit put in place with either a camera to monitor the speed. A couple of solar speedometers to highlight the speed of the drivers are doing wouldn’t go amiss either.
Good afternoon,

I'm writing in response to the Public Notice letter, dated 20th June 2019. Unfortunately, I strongly object to the proposal of narrowing the road. We are a travelling family who's yard is based within the same area and require access for our lorries.

I am aware that there has been recent alterations to combat the traffic issues and deem these to be adequate. By narrowing the road you would be making it impossible for us to continue our day to day work and living.

I feel this would also impact many others in the area too in a negative way.

I look forward to your response,

Charlotte Turner

Sent from my iPhone

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Dear Traffic Management Team

I am writing to object about the proposed traffic calming measures on the B330 as it will have a significant effect on my business.

I live... and use the B330 daily to carry out essential farming operations. The narrowing of the road will result in an increase of farm traffic having to drive through the centre of Toddington and use the smaller roads which is not always practical due to parked vehicles.

I look forward to your response

Regards
20th June 2019

Dear Traffic management team, I am writing in response to your proposal to introduce a road narrowing, comprising a kerb build-out narrowing the carriageway to approximately 2 meters at location B530 at a point approximately 100 meters north of its junction with Luton Road. Although as a company we agree that a traffic calming measure is needed we strongly disagree with the suggestion of a width restriction. The reasons are set out below.

1. As a company we have daily deliveries that come on large lorries. If the M1 is shut due to accidents etc and lorries are redirected through Chalton to pick up the new bypass from there rather than then taking the turn onto the B530 they would have to go up through Toddington village - which has a lorry restriction and also 2 large schools so lots of children about depending on the time of day. This would unnecessarily greatly increase the traffic in a populated area and potentially impact our business.

2. Some of our large deliveries come on Artic lorries and they would not be able to drive down to the end of the B530 and turn around they would have to reverse all the way back up the B530 towards the motorway. This would impact our business if we can’t receive deliveries and arrange pick-ups.

3. Emergency vehicles would not have access from that end of the road and would potentially have to go through the village of Toddington to get to us which could impact on the end result of the situation. Also, if large emergency vehicles need to come off the Motorway at junction 12 for any reason the fastest and safest route (Especially if being blue lighted) is through the B530 and not up through the village of Toddington.

4. In addition to point 2 if there was an accident on the B530 After the proposed narrowing how would emergency vehicles get to it in a timely manner if the emergency services come via chalton? They would have to go all the way up through Toddington and depending on the severity of the reason the emergency services have been called the delay could greatly impact the end result.

5. Harlington upper school bus route would have to be changed as one of the routes currently use the B530

6. Narrowing the road at that end is NOT going to stop standard cars from speeding. All they will do is slow down when they approach that point of the road. Any accident that has happened during my duration of being at this address has been caused by speeding cars and not large vehicles etc so why is the proposed traffic calming measure targeting these vehicles?
As per our previous objection to narrowing the road our suggestion would be an enforced 40/30 mph speed limit with a speed camera which will deter speeders and to begin with generate income. Or an enforced speed limit with solar speedometers at either of the road to make drivers aware of their speed and/or speed bumps.

Kind Regards:

Pg. 2 of 2