

Resilient Highways Network **Consultation Report**

1. Purpose of consultation

As the highway authority, this council is responsible for the construction and maintenance of non-trunk roads, cycle ways, street lighting, bridges and structures and other highway assets.

A 'Resilient Highways Network' identifies the particular roads that would be given priority during adverse events, such as extreme weather. When extreme weather occurs (floods, storms, ice, snow etc), the main concern for the council will be to keep these roads open in order to maintain economic activity to town centres, industrial estates and business parks, and access to key services such as schools, railway stations, key food shops, petrol stations, hospitals, police, fire services etc.

In order to maintain funding from the government's Department for Transport 'Incentive Fund', local highway authorities need to complete an annual self-assessment questionnaire, including 'Resilience'. In order to be considered a top-level highway authority and retain our government funding, Central Bedfordshire must show that we have a 'Resilient Highways Network' in place which is reviewed at least every two years.

2. The proposals

A 'Resilient Network' of prioritised roads has been developed with input from the Emergency Planning Team and stakeholders from the Bedfordshire Local Resilience Forum, which includes the local emergency services, local authorities, the NHS, the Environment Agency and others who are all required to respond to any major emergency in Central Bedfordshire. The consultation sought feedback from the public on this draft network to ensure priorities and roads have been selected appropriately.

3. The Consultation Process

The consultation document was made available both as an online survey and a paper questionnaire and was launched on 7th August 2017 and concluded on 30th October 2017.

The consultation was supported by a comprehensive communications campaign which targeted all areas of Central Bedfordshire.

Activities included:

- A news release was issued to all local newspaper groups at the start of the consultation. Bedfordshire on Sunday & Comet 24 both published articles in

the week ending 13th August 2017. Biggleswade Chronicle and the Dunstable Gazette also published articles a week later.

- Regular updates were posted on CBC social media channels;
- Email bulletins were issued encouraging people signed up for news updates in the local area to take part in the consultation.
- Updates were published in various council newsletters (Staff Central, Members' Information Bulletin) to promote the consultation and to encourage those in a position of influence such as councillors to promote it further.

Paper copies of the questionnaires were made available in all Central Bedfordshire libraries.

The Resilient Highways consultation webpages had a total of 1,915 views in between 7th August 2017 and 30th October 2017, demonstrating a high level of interest and reach of the campaign.

4. Feedback on the proposals

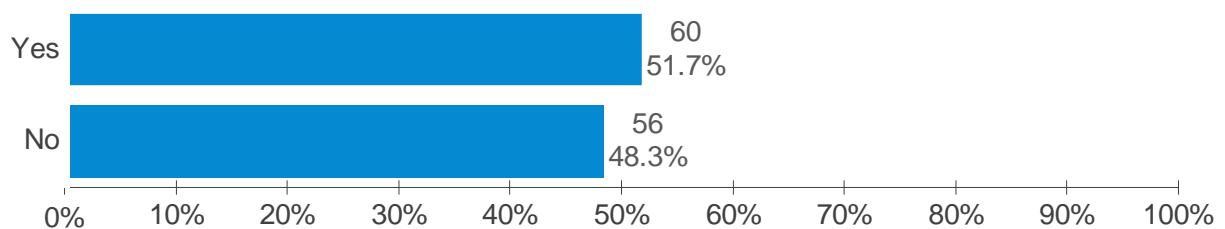
In total 122 residents participated in the consultation by completing the survey.

a. Identifying Key services

Prior to consultation, the following key services have been identified as priority during adverse weather:

- Town Centres
- Special schools
- Railway stations
- Key petrol stations
- Police
- Hospitals
- Key food shops
- Larger business parks
- Larger business parks
- Larger industrial estates
- Fire & ambulance services

From the above list, have we identified all key services that access would need to be maintained for in times of adverse weather?



Comments on the proposal:

If no, please specify what other type of service would need to be addressed?

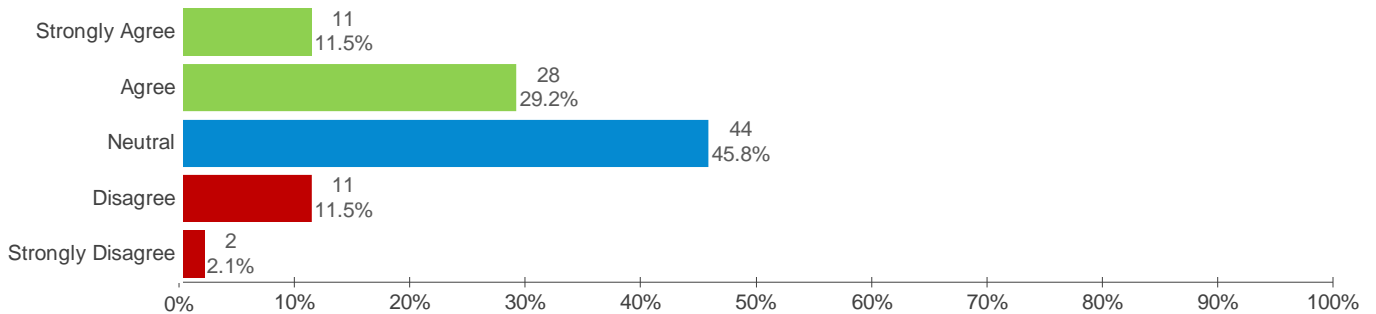
	Analysis of repeat themes	No. of responses	Percent	Valid Percent
Valid	Schools	21	17.2	38.9
	Doctors/ Medical Centres	17	13.9	31.5
	Bus routes	11	9.0	20.4
	Residential care homes	4	3.3	7.4
	Access to trunk roads & motorways	3	2.5	5.6
	Other/ unclassified	8	6.6	14.8
	Total no. of respondents	54	44.3	100.0
Missing		68	55.7	
Total		122	100.0	

Summary

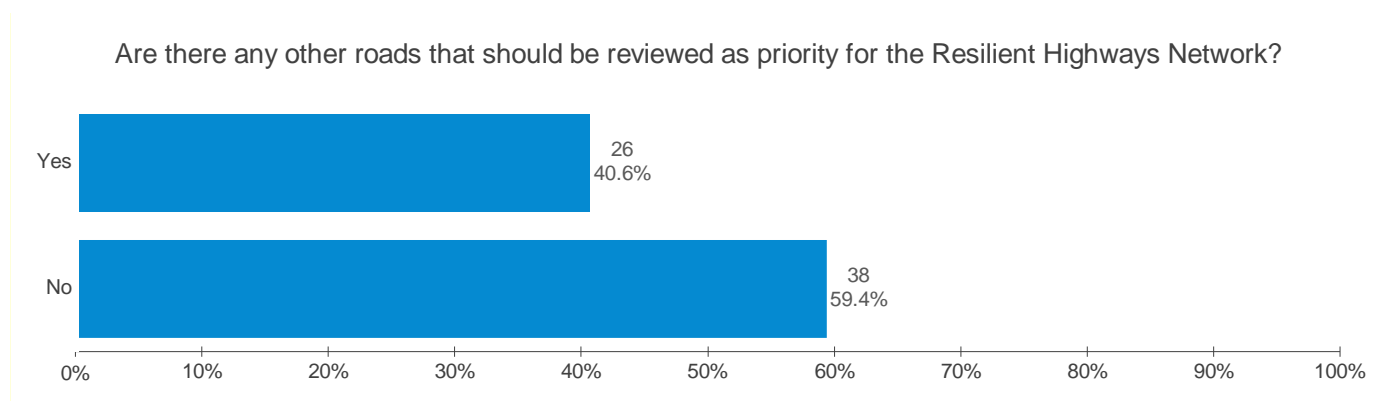
The majority of respondents (52%) agreed that all key priority services had been identified. Of the 48% who said No, many highlighted access to mainstream schools, doctors and bus routes would need to be maintained in the event of adverse weather.

b. North – Flitwick, Ampthill, Maulden, Clophill Millbrook and surrounding villages

To what extent do you agree or disagree with the proposed priority roads in the North of Central Bedfordshire?



41% of respondents agreed with the proposed priority roads in the north of Central Bedfordshire. 47% responded neutral, suggesting either indifference to the choices or those roads were not relevant to them. This is further evidenced below where 59% of respondents did not suggest any other roads to be reviewed as priority. Only 14% disagreed with the roads selected.



Comments on the proposal:

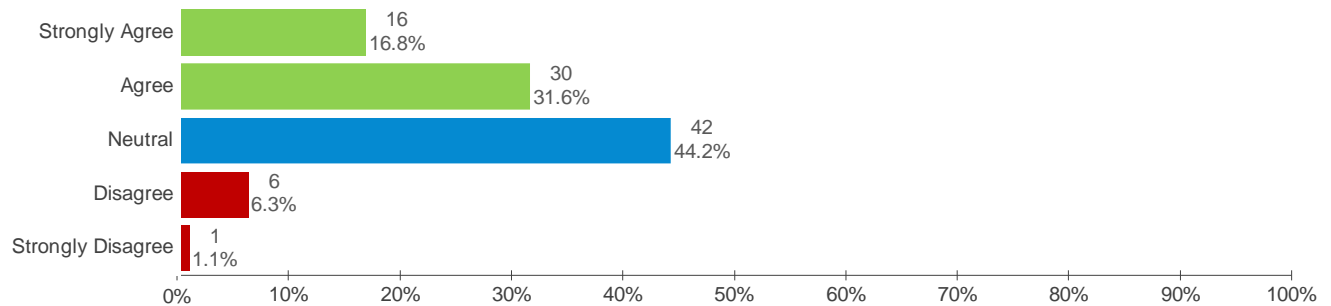
- High street/ Marston Hill Cranfield - Main link to all services in village Mill road Red Lion close - Holywell school Court road as far as the village hall - Cranfield academy Flittleys close - New school - cranfield academy
- The globe road loop linking Flitwick road and oliver street in Ampthill - a major artery for traffic to form the south east sector of the town.
- Flitwick Area - The top of The Avenue, The Ridgeway is steep slope to join main road, also Maulden Road is a downhill slope to Roundabout all these link to main roads and can be hazardous in icy or snowy conditions.
- There is no point in prioritising the A507 (A421 and M1 junction east to A1) if people can't actually get out of their own homes. In
- Ampthill, you need to prioritise Oliver Street (Ambulance and Fire stations, plus 3 GP surgeries). What about Ailesbury Road? There is only one vehicular way in/out of an estate of over 200 properties and that's up a steep hill, which is treacherous in icy conditions.
- Flitton Hill
- Pulloxhill Road Greenfield - school Flitton Hill Flitton - main road out of village and steep/slippery in bad conditions
- The school bus routes - it is unacceptable to send bus drivers down untreated roads in rural areas with the additional responsibility of children. Everyone can use the bus routes.



- Station Road Flitwick is a bus route. See earlier comments
- Poplar Close and Hillside Road
- Northwood End Road in Haynes all the way to the A600 due to the heavy demand of buses, cars and it being a major school route. It's treacherous when icy and shuts completely due to lack of gritting, effectively shutting the village off if you are reliant on public/school transport.
- Waterloo road . Periwinkle lane . A4146
Leighton buzzard road
- Northwood end in Haynes village as school bus route
- Northwood end road to the junction of the A600 and the road from the A600 through to Ireland and shefford as that is also used as a bus route
- All roads in that area. A6 Bedford - Luton. Ampthill roundabout to Flitwick, North M1 Junction 13 M1 crisis junction 11-12 M1.
- High Street Clophill
- The map doesn't show A421 as priority. Understand it is Highways but a major connecting road.
- Northwood End Road in Haynes, as this is the route the school (and public) buses use and has some notoriously icy patches on in winter
- Roads in Haynes such as the accident prone Northwood End Road upto it's junction with A600
- Roads with steep hills
- Shefford school access roads to Robert Bloomfield Academy - including Kingfisher Road. Filter school for many villages surrounding the school. Buses travel on residential roads which are dangerous at the best of times. And treacherous in winter to both residential houses and pedestrians due to school buses unable to grip road in icy conditions.
- Roads from A421 to Cranfield
- A5120 main link to motorway network. Station Rd, Harlington access to railway station
- Hurst Grove, Lidlington. Has a lower school on it and access to a train stop/crossing.
- Campton Road between Campton and Meppershall because the 78 bus route uses this road and during wintery conditions very severe icing occurs.

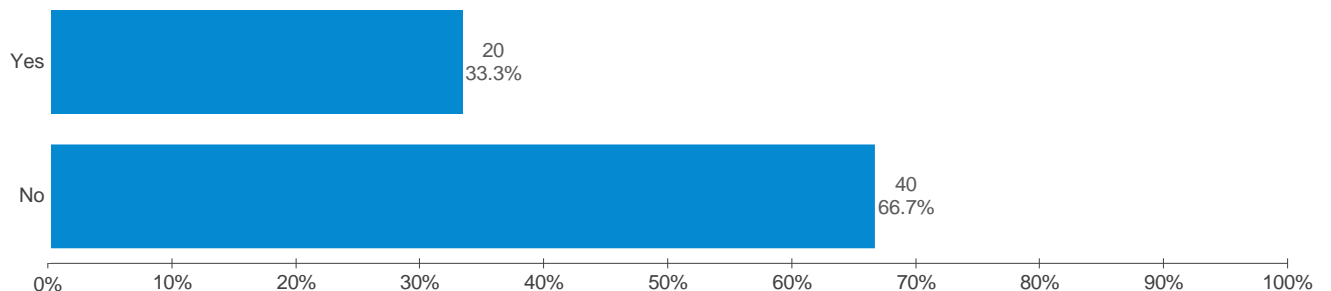
c. East – Biggleswade, Potton, Sandy, Arlesey, Stotfold and surrounding villages

To what extent do you agree or disagree with the proposed priority roads in the East of Central Bedfordshire?



48% of respondents agreed with the proposed priority roads in the East of Central Bedfordshire, with only 7% disagreeing with the roads selected. 44% responded Neutral, again potentially suggesting the roads within that area were not applicable to those respondents.

Are there any other roads that should be reviewed as priority for the Resilient Highways Network?



Comments on the proposal:

- Henlow
- South side of market square, they grit B1040 but miss the south side which doesn't get any sun, this is Potton Town Centre. Newton and Mill Lane from Sandy Rd and Everton Rd.
- Biggleswade Road, Upper Caldecote because it is a bus route and it is a road that comes directly off the A1.
- Engayne Avenue, Georgetown Road, West Road, London road
- Potholes and speeding
- This heavy traffic on the A505 is heavy enough. The proposed chicksands development is going to create crisis.
- Hitchin Road and Brook Street in Stotfold which have seen flooding numerous times in the past few years and block swathes of people from exiting their properties due to how it blocks the road off
- Hitchin road and Brook Street, Stotfold.
- Station road lots of new houses and a bus route
- Bus Routes as these are needed by residents to access the other essential services particularly for those using these for work and the elderly and those on low incomes
- Station Road, Langford
- Station Road, Langford It's an important route into, through and out of the village and there are 130 new houses being built just off it right now, with another big development in Langford due to

start very soon. I would have thought it was essential to include it.

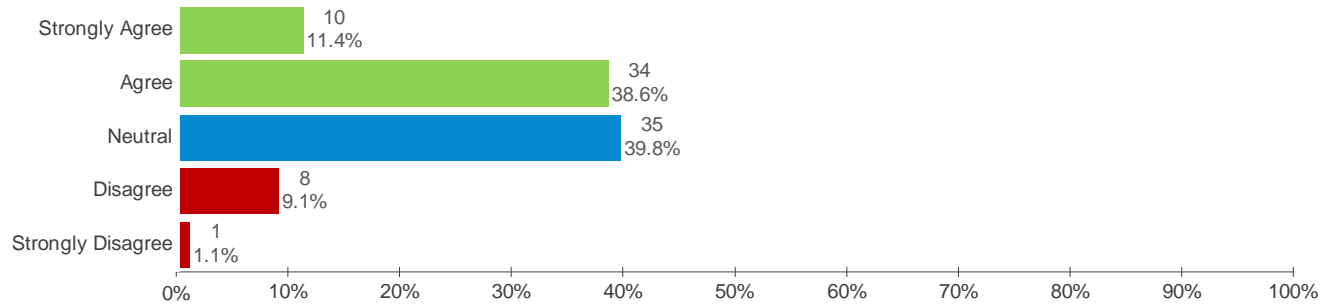
- A603 Biggleswade towards Dunton / Eyeworth. Further housing developments proposed. Within increased traffic in the local area this route is becoming busier route to Cambridge.
- Biggleswade road in upper Caldecote will have more traffic due to development there. There is a shop there too. But it might be safer to access the A1 at the roundabout. Flooding has been a problem on the road between sandy and upper Caldecote in the past. Church street in Tempsford has a hill so might be prone to accidents. Residents would be extremely isolated, with no access to shops
- Park Road and St John's Road Moggerhanger. Both routes from the A603 to St John's Hospice Moggerhanger. In previous bad winters ice on both these of roads has caused accidents when drivers have tried to negotiate the corner of Park

Road and St John's Road.

- Auckland Road, Lawrence Road- these contain access to schools, railway station, ambulance and fire service and the doctors surgery. They are the route that is used for anyone who needs access and doesn't want to make either a right hand turn at the top of Drove Road. Lawrence road is precarious due to parked cars already- in extreme weather the danger that road poses due to its surface is huge.
- Bedford Road, Sandy. If the A1 is blocked then Bedford Road becomes heavily congested and it is fast becoming as busy as Sunderland Road
- Surrounding villages to include Henlow and Lower Stondon
- High Street. Arlesey Road. Wrayfields (used by A1 traffic when A1 blocked)

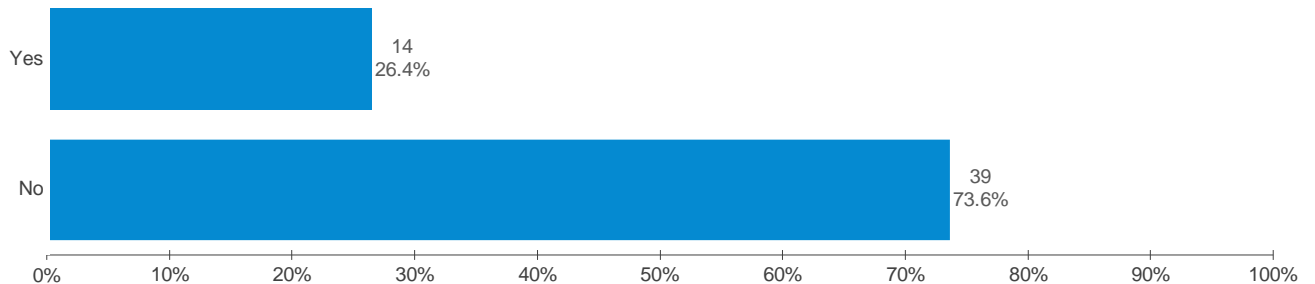
d. West – Leighton Buzzard, Toddington, Woburn and surrounding towns and villages

To what extent do you agree or disagree with the proposed priority roads in the West of Central Bedfordshire?



50% of respondents agreed with the proposed priority roads in the West of Central Bedfordshire. 10% disagreed and 40% responded as 'Neutral'. Below, 74% did not believe there were any other roads within the area that needed reviewing. This suggests respondents were content with the priority roads initially put forward.

Are there any other roads that should be reviewed as priority for the Resilient Highways Network?



Comments on the proposal:

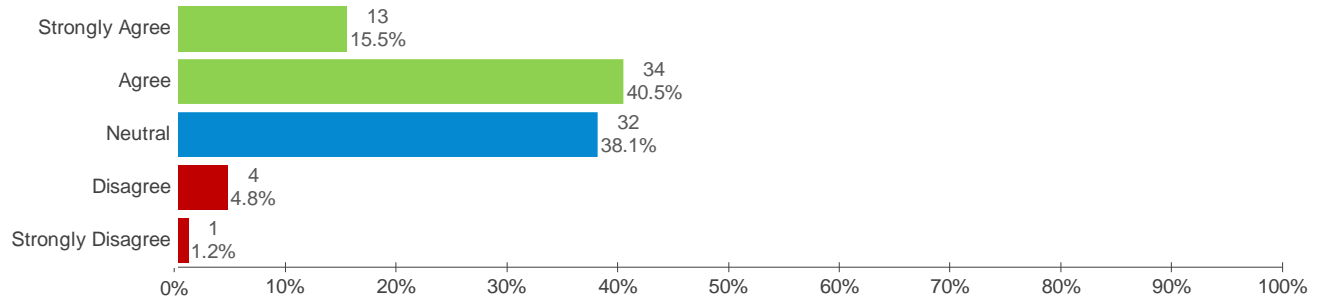
- Roads which are on bus routes and provide access to the Leighton Buzzard railway station, including Old Road, Linslade. Roads which are on bus routes and provide access to essential local shopping/community centres, including Grasmere Way, Linslade and Coniston Road, Linslade.
- unable to answer this, no routes available
- Tyrells End through to Milton Bryan (C100 to A4012), as that gives access to a school.
- Leighton buzzard road desperately
- The site is a place of natural beauty and should not be interfered with.
- There seem to be roads included that don't match the criteria, eg roads in Eversholt? Possibly same in other areas, just noticed these.
- Road from Hockliffe to Toddington via Tebworth. This should be a priority as, despite the new by-pass, a lot of traffic still uses it and to make it safer for FPA access to the older community residents.
- Roads with steep hills
- The map and the table differ - the map shows Park road (Toddington to Milton Byant) , the text describes Long Lane - Long Lane is not a priority The A5120 through Toddington has been reclassified as B5120 - the table should be updated



- Station Road, Stanbridge - this will ensure residents have access to the A505 Leighton Buzzard bypass to then get further afield. Mill Road, Stanbridge - this is a steep road and will ensure that children from Eggington can still safely get to school in Stanbridge.
- Church Road and New Road, Linslade, as key routes to and from railway station.
- A5120
- Grasmere Way, Linslade. A bus route, access to shops, a Lower School and a development of sheltered housing make this road a priority for gritting/ salting in the event of snow. There are also at least 2 disabled people who live at the top of this road.
- A5

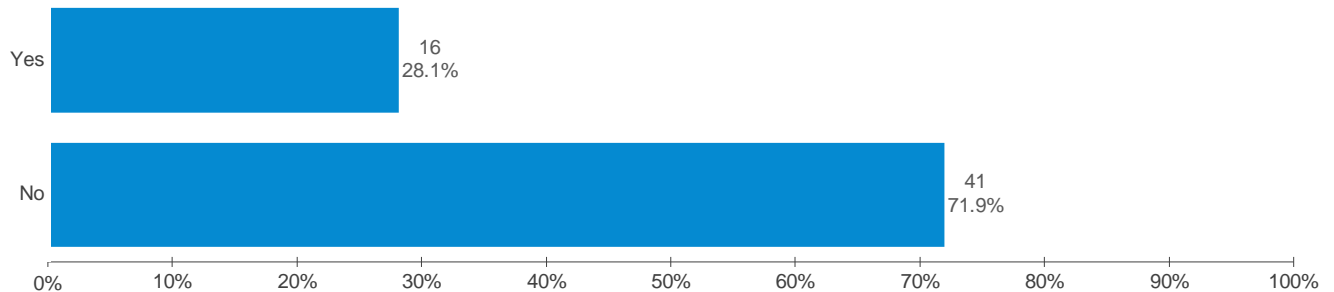
e. South – Dunstable, Houghton Regis and surrounding towns and villages

To what extent do you agree or disagree with the proposed priority roads in the South of Central Bedfordshire?



A majority of 56% agreed with the proposed priority roads for the south of Central Bedfordshire. With only 6% in disagreement, although a large proportion of 38% responded as 'Neutral'. Again, presumably this is because these roads are not a priority for this group of respondents. Below, 72% said there were no other roads that needed reviewing within this area, supporting the findings above.

Are there any other roads that should be reviewed as priority for the Resilient Highways Network?



Comments on the proposal:

- I think that the Southfields Road should be considered as a priority route - this is because there are a number of houses on this road, including a large housing estate (Watling Gardens), there is also the SCA Hygiene building which employs a lot of workers and there is only one road to access all of this. This entrance road becomes very slippery during icy spells and myself and others have had a few near misses on this road. Not only that the exit road slopes down onto the main A5 so this stretch of road becomes incredibly dangerous when icy, numerous cars have skidded on this patch during icy conditions.
- Weatherby
- High street north . Bullpond lane
- The roads west M40 - A422 Oxford, S West Banburt Burwell Bicester
- High Street, Church Street, Langdale Rd Dunstable
- Only one route into and out of Caddington (Chaul end Road) listed.- a large village with substantial and growing population. Suggest also include the main Luton Road / Dunstable Road through the village which then would link the village to the A5 / Dunstable at one end and South Luton / Jn10 M1 in other direction..
- First Avenue in Dunstable. During severe weather, residents in the Appleby Gardens, Ennerdale Avenue and Penrith Avenue area can easily become cut off because First Avenue becomes impassable. This is particularly bad for



Appleby Gardens since the top of the road (SE end) is steep enough to become impassable in severe snow meaning that Langdale Road can't be used as an alternative route. The bottom of Appleby Gardens (NW end) is a slight slope which ends up as sheer ice meaning that cars slide out into First Avenue. Gritting First Avenue would resolve this.

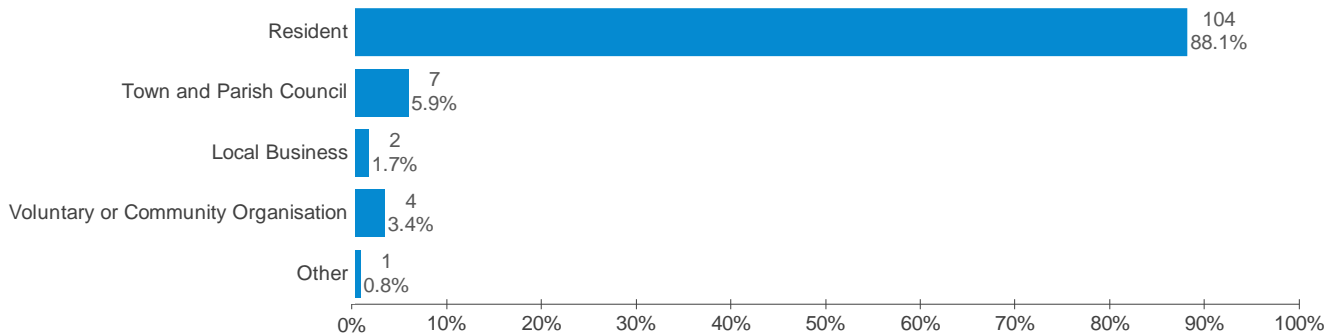
- Hadrian Avenue, Katherine drive
- First Avenue and Fiars Walk in Dunstable They are one of the main access and exit routes in and out of the Queensbury Estate, due to the gradient of the road the top and bottom of First Avenue in particular can be dangerous when it has snowed. Also in whole area the drains do not seem to be cleaned as much as they used to. The one opposite our house has been partly blocked with soil and stones for several months. Given the tendency for Central Dunstable to flood this would seem to be rather important particularly in the early autumn. In in the main shopping Center outside Wilkinsons the concrete acco drain in the pavement, the slot needs clearing and the drain roded through. Once the priority routes are salted could not a salt vehicle run through the main council car parks, would not cost much compared to the charges, and would help to get them back into safe operation quicker.
- The entire road across Dunstable Downs particularly the area near visitor centre. I have

witnessed many accidents on that stretch in extreme weather it is truly dangerous and the Road surface is of poor assistance in cold and icy weather. This is a serious accident hotspot which must be dealt with more robustly, area of natural outstanding beauty or not! Helen Vincent

- Westfield road as there is a busy school and nursery
- Drovers Way
- Shefford Road into Meppershall. Steep dangerous hill with no footpath.
- Whipsnade Road to West St. because it is very dangerous after snowfall.
- Jeans Way Dunstable - since the opening of the bus way a significant number of pedestrians and vehicles now use this road along with the 200+ houses and frequent "rat run" for traffic making the roads trescherous under car tyres and foot
- Folley Lane (Caddington) This lane is very busy, has no pavements, the only entrance to Collinswood Park (Retirement) to properties. Chaulend Rd needs to be a priority rd for winter gritting. Main danger down the hill where you join Hatters way 505

f. Profile of respondents

Are you responding as:



Please specify which Town and Parish Council:

Cranfield

Potton Town Council

Northill Parish Council

Leighton-Linslade Town Council

Flitton and Greenfield

Eversholt

HAYnes PC

Please specify the name of your organisation:

Eversholt Lower School

General Public Person

Amphill Community Safety Group

Collinswood Park Residents Association

If other, please state:

Resident and Worker within Central Beds

- 50% of respondents were female and 50% male.
- Although the majority of respondents (90%) did not have a disability, 10% of respondents considered themselves to be disabled.
- The respondent profile was similar to the average for Central Bedfordshire as a whole, with 96% of respondents identifying as White British, 1% mixed ethnicity, and 4% identifying as 'Other ethnic group'.
- The majority of respondents were aged between 30-44 years (21%) and 45-59 (31%). Broadly speaking, this is commuter age and would therefore be most likely to use the roads in everyday life. 60+ were responsible for 44% of respondents and 20-29 represented 4% of the overall total.

- Postcodes show there has been a varied response from across Central Bedfordshire, with a relatively even split between the four geographical areas the priority roads have been split into.

Local Authority/ Ward	No. of respondents
Bedford Borough	4
Central Bedfordshire	
Ampthill	4
Arlesey	3
Aspley and Woburn	2
Biggleswade North	2
Biggleswade South	4
Caddington	2
Cranfield and Marston Moretaine	4
Dunstable-Central	3
Dunstable-Icknield	3
Dunstable-Northfields	5
Dunstable-Watling	5
Eaton Bray	1
Flitwick	5
Heath and Reach	1
Houghton Conquest and Haynes	5
Leighton Buzzard North	2
Leighton Buzzard South	1
Linslade	5
Northill	2
Potton	3
Sandy	3
Shefford	3
Silsoe and Shillington	1
Stotfold and Langford	10
Tithe Farm	1
Toddington	2
Westoning, Flitton and Greenfield	2
Central Bedfordshire Total	84
Incomplete postcodes	15
Grand Total	103

5. Conclusion

The findings of this consultation have largely demonstrated support for the proposed Resilient Highways Network. Respondents have not voiced disapproval of the priority roads and have supported each areas selection where it has been applicable or relevant to them. Only the north and west areas did not receive a majority share of support, but it must be noted that support for these far outweighed opposition with substantial numbers selecting 'Neither agree nor disagree'. As stated previously the likely reason for this trend is because the areas might not be of interest to certain respondents. Respondents from Sandy are unlikely to want to comment on roads selected within the Leighton Buzzard area and hence each geographical area has received a large number of 'Neither' responses.

One area of review that should be noted relates to question one and which key services should be protected during adverse weather. Respondents provided additional suggestions to the ones already identified by Central Bedfordshire Council. The most frequent themes were mainstream schools, doctors/ medical centres and public bus routes. Respondents have highlighted that these are all key services and there were concerns about why these three in particular were not already on the list. This would need to be looked at before a final decision is taken.

Overall the proposals were well supported with minor additions and contributions to the network suggested by respondents. Care should be given to the final selection of key services to prioritise given the feedback received in the consultation.