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Minutes of the **Roads and Pavements Safety Steering Group** meeting held on
Wednesday 15th November 2023 at 7pm at Wootton Community Centre, Harris Way, Wootton, MK43 9FZ.

Agenda no	Agenda item title			Power
Open Forum	There were several members of the public present, two of whom wished to discuss and observe discussions on agenda item RP23/018 (Cranfield Road speeding issues and pedestrian crossing issues). Cllr Lloyd moved this item be brought to the top of the running order within the Project Action Plan and members present were in agreement. Other members of the public present had been informed by Cllr Wheeler that BBCllr Jim Weir, Portfolio Holder for Environment, Highways and Transport would be in attendance, however a change in his schedule meant he was no longer available. There were no other members of the public or press present and so the meeting continued without further adjournment.			Public Bodies (Admissions to Meetings) Act 1960, s1(1).
Present	Cllrs Lloyd (in the chair), Bygraves, Kay, Noakes, O'Dell and Randell. In attendance: Cllr Wheeler. Cllr Wheeler is also Borough Councillor for Wootton and Kempston Rural. In attendance: Clive Baker (CB – non councillor member). In attendance: Sue Edgar Playford (Clerk to the Council and Responsible Financial Officer).			
Absent (no apologies received)	Cllr Tyerman.			
Agenda no	Agenda item title	Resolution	Action	Power
RP23/011	Apologies for absence. Tony Ireland (TI – non councillor member).	Noted for the minutes.	Clerk to keep on file.	Local Government Act 1972, s85 (1+2) & Sch 12, Part VI, p40.
RP23/012	Disclosure of local and/or disclosable pecuniary interests.	N/A.	N/A.	Localism Act 2011, Ch 7, s31.

	None.			
RP23/013	To consider any dispensation requests received by the Clerk in relation to local and/or disclosable pecuniary interests, not previously recorded.	N/A.	N/A.	Localism Act 2011, Ch 7, s33.
RP23/014	Report from outside organisations – for information only. None.	N/A.	N/A.	N/A.
RP23/015	List of correspondence received (copies of correspondence can be requested from the clerk) – for information only. None.	N/A.	N/A.	N/A.
RP23/016	Minutes of the previous meeting. <i>Minutes are published on the Wootton Parish Council website: https://wootton-pc.gov.uk/parish-council/minutes/.</i> Members of the Roads and Pavements Safety Steering Group are asked to receive and adopt the minutes of Roads and Pavements Safety Steering Group meeting held on 20 th September 2023.	Resolved to receive and adopt. Proposed: Cllr Bygraves. Seconded: Clive Baker. Resolved by all present.	N/A.	Local Government Act 1972, Sch 12, Part VI, p41 (1).
RP23/017	Matters arising from the minutes – for information only. Please refer to the Project Action Plan for fuller information.	N/A.	N/A.	N/A.
RP23/018	To review, amend and approve the Roads and Pavements Safety Steering Group Project Action Plan and to take the same to Full Council for formal approval. Appendix One.	Resolved to review, amend and approve the Project Action Plan and take the same to Full Council for formal approval. Proposed: Cllr Randell. Seconded: Cllr Noakes. Resolved by all present.	Clerk to take forward.	Localism Act 2011, Ch 1, s1-8.

Meeting closed 8.17pm.

ROADS AND PAVEMENTS SAFETY STEERING GROUP PAP¹ 2023-24

WPC² publishes a BAP³ annually in May, drawn from the budget which is formally set in January, and which includes project expenditure for the upcoming year. The R&PSSG⁴ committee will produce its own PAP, to be reviewed and amended as necessary at each committee meeting, after which it will be formally reviewed and approved by Full Council, alongside the BAP.

Please refer to earlier published minutes of this Steering Group for PAP information relating to 2022 and/or earlier. These are available to view either via the Clerk to the Council or at: <https://wootton-pc.gov.uk/parish-council/committees/roads-pavements/>

The Roads & Pavements Safety Steering Group committee's projects for 2023-24 are:

Issue	How identified?	Timescale	Budget	Action/Update	Project Manager
Bedford Road pavement trip hazard (new development at 16-18 Bedford Road)	Cllr O'Dell.	2023	BBC/ Developer to finance	<u>20th September 2023</u> Developers have laid tarmac which extends from the development across the existing pavement on Bedford Road. This has created a trip hazard which should be remedied by the developers and enforced if needed by BBC⁵). Cllr O'Dell confirmed he had already reported this using BBC's online reporting service and BBCllr/Cllr Wheeler confirmed he was already aware and would chase BBC for an update. <u>15th November 2023</u> BBCllr/Cllr Wheeler confirmed remedial works had been undertaken but not to a satisfactory standard. It was noted BBC were in talks with the developer to bring the area up to a satisfactory standard.	Cllr O'Dell.

¹ Project Action Plan.

² Wootton Parish Council.

³ Business Action Plan.

⁴ Roads & Pavements Safety Steering Group.

⁵ Bedford Borough Council.

Appendix One

Berryfields Estate (infrastructure).	Cllr Lloyd.	Ongoing.	Persimmon to finance.	<u>Summary of 2022</u> • A dropped kerb has not been added at the end of Harris Way to enable emergency services vehicles to gain access to the play area. • Several areas within the estate require repainting of yellow lining/hasing, including Folkes Road and Harris Way. • The pedestrian crossing on Folkes Road is poorly lit school side. <u>18th January 2023</u> Paulina Makowska, BBC Acting Team Leader – Highway & Developer Infrastructure, Engineering Services, confirmed a number of roads within the Berryfields estate had been offered to BBC for adoption. Timescales were not yet known, however Paulina stated BBC had inspected the construction of all roads within the estate. Concerns were raised that the bus loop was being illegally used by vehicles as a turning circle. It was agreed to request BBC install a bus loop camera. <u>15th March 2023</u> BBC confirmed Persimmon were progressing with a Traffic Regulation Order (TRO) proposal, however no formal order or consultation had yet taken place. BBC also confirmed it had no budget to finance an enforcement camera at the bus loop (costings are in the region of £30k). A dropped kerb still had not been installed at the end of Harris Way. Yellow lining/hasing also remained outstanding (including adjacent to the lower school) – BBCllr/Cllr	Cllrs Lloyd and O'Dell. BBC/Persimmon.
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Appendix One

				Wheeler had been informed this was due to a high water table and was investigating this issue, given yellow lining had been in place previously, before the area was resurfaced. The pedestrian crossing adjacent to the lower school was still poorly lit and was the only crossing in the village without middle-road zig zag markings. BBCllr/Cllr Wheeler was asked to raise this anomaly with Persimmon/BBC. After detailed discussion it was unclear which areas were subject to or required a TRO and BBCllr/Cllr Wheeler agreed to seek clarification. Given the parish council would be consulted on any TRO proposal, it was hoped there would be opportunity to request double yellow lines along Harris Way (houses side) to alleviate congestion during school drop-off and pick-up times. <u>24th May 2023</u> BBC was planning to introduce a 20MPH limit throughout the Berryfields Estate, which was supported by WPC. Proposed zig-zag school entrance lining works were also supported by WPC. WPC had requested clarification from BBC on the parking restriction proposals as follows: • BBC's plans referenced both single and double yellow lining; • Harris Way (housing side) required double not single yellow lining; • Harris Way required a hashed area by the access point to the recreation area, as this was the only access point for emergency service vehicles;	
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				• Harris Way (lay by side) required lining works to extend into the bay at both ends, to prevent parked vehicles obstructing traffic; • Ashpole Avenue required an extension to proposed lining works to mirror the original lining before the road was resurfaced; • The proposed zebra crossing required either white zig zag markings or white dash lines in the middle (it would be the latter, if the road were less than six metres wide). BBC was also asked to confirm whether an anti-skid surface (to match that applied on Fields Road) would be added and whether the same surface would also be added to all crossing approaches within the village. BBC was also planning to make part of Folkes Road a 'bus gate', with traffic (including taxis and cyclists) being able to travel in both directions. WPC had responded as follows: • The average UK bus was 8 ft 4 in wide and the road 14 ft wide. Vehicles would not be able to pass each other; • The route should be for buses only (no taxis or cyclists); The route should be one way only – as currently operated (ingress from Ashpole Avenue, egress onto Folkes Road). BBC had yet to respond to the first two consultations (lining and zebra crossing within the Berryfields Estate) but had responded to the above bus gate observations stating a change to the Traffic Regulation Order would mean re-starting the	
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				consultation period, incurring additional expense. The reasoning in having the current TRO was given as follows: <i>The aim of this bus gate is to support the local bus service. This service travels in one direction and will therefore there (sic) will be no opposing buses. We therefore do not consider it necessary to make this a one way street.</i> <i>We wish to support and encourage cycling in the Borough and would like to encourage children to cycle to school. Cyclists using this bus gate will be kept away from other traffic in the area and the limited number of buses using this road will mean that cyclists will face little conflict. We therefore do not consider it necessary to change this exemption.</i> <i>Any taxi using this bus gate will probably be serving the school. In so doing, it will prevent taxis having to turn around in front of the school and will mean that the passenger door is on the school side. Again we therefore do not consider it necessary to change this exemption.</i> BBCllr/Cllr Wheeler challenged these findings and BBC's response was as follows: <i>The signing will be clear as to which class of users can use the lane. Having children cycling in the lane with parents will hopefully encourage cyclists to school as this will be a virtually vehicle car free lane.</i> <i>Local cyclists can also use this lane when visiting the school or residents in the area.</i> <i>Taxis are used to take children to school - allowing them to use the bus gate will prevent the need to reverse and turn in the</i>	
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				<i>road. Whilst we cannot make taxis use the bus gate, this is an option should they may to consider [sic].</i> <i>The aim of the bus lane is to help the flow of buses in the area. Given the volume of buses (1 per hour) during the daytime and not at night, we do not consider that it is necessary to make further amendments to the proposals at this time.</i> BBC further added it would keep the bus gate under observation for six months before determining whether changes were necessary. It was noted there were two, not one, buses per hour using the proposed bus gate. In addition, school taxis had been advised to use the school car park as the preferred drop-off/pick-up point. It was further noted the yellow lining consultation did not propose what was previously in place and what WPC understood to be necessary for the area. For example, hash markings were essential at the end of Harris Way, to prevent the obstruction of emergency services vehicles gaining access to the play area and pitches (which were now in use). It was hoped that BBC would consult with WPC before any further consultations went live, in order to ensure the right measurements were being proposed for the village. After detailed discussion, BBCllr Weir agreed to speak with the relevant BBC officer, to arrange both a site visit and discuss potential for all three consultations to be revisited as one, incorporating WPC's previous findings and responses.	
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				<u>19th July 2023</u> Following a site visit with BBCllr Weir, Portfolio Holder for Environment, Transport and Highways, Andy Prigmore, Manager Traffic Operations, BBC, BBCllr/Cllr Wheeler, Cllr Lloyd and the clerk, the following should be noted: • BBCllr Weir and Andy Prigmore agreed the bus gate proposal would be amended to ensure buses only (no cyclists or taxis) would travel one way only – as at present. It should be noted the clerk has received notification of the TRO which still details the original BBC proposals (two way vehicles including cyclists and taxis) and this is currently being queried. • ‘Keep clear’ markings will be added at the top of Harris Way to enable emergency services vehicles access to the play area(s)/sports pitches. The need for a dropped kerb was not addressed, however all other yellow markings were considered fit for purpose by BBC. • The poorly lit pedestrian crossing on Folkes Way will be addressed, however the need for centre lining/markings was ruled out. The non-skid surface was not discussed. <u>20th September 2023</u> BBCllr/Cllr Wheeler confirmed the bus gate would remain one way only, exclusively for buses, but had no further update regarding the installation of additional signage.	
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				BBCllr/Cllr Wheeler confirmed lining works within the estate should have commenced last week and he again continued to chase for a start date. No further update had been received in relation to the poorly-lit pedestrian crossing on Folkes Road – again BBCllr/Cllr Wheeler continued to chase. <u>15th November 2023</u> BBCllr/Cllr Wheeler had chased BBC on the following outstanding issues: • No waiting signage was still required on Harris Way and bus gate signage was required on Ashpole Avenue. Both issues were being progressed by Persimmon Homes; • Works had not yet been completed to remedy the poorly-lit pedestrian crossing on Folkes Road. BBC had informed BBCllr/Cllr Wheeler it was satisfied the pedestrian crossing met health and safety guidelines, however BBCllr/Cllr Wheeler confirmed he would continue to argue it did not.	
Berryfields Estate (road signage).	Cllr Lloyd.	Ongoing.	BBC/ Persimmon.	<u>Summary of 2022</u> Cllr Lloyd provided BBC with a report which detailed several misleading road signs. A further, more detailed report was not produced as BBC had yet to act on the original report. Examples include signage indicating a dead end when none exists. <u>15th March 2023</u> BBCllr/Cllr Wheeler was asked to establish with BBC which roads were to be adopted, as those not being adopted would not carry BBC's emblem.	Cllrs Lloyd and O'Dell.

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				<u>24th May 2023</u> After discussion Cllr Lloyd agreed to provide the original report to BBCllr Weir in order for this to be taken forward with BBC. <u>19th July 2023</u> BBCllr/Cllr Wheeler has been informed BBC will act upon the original report before the roads are adopted. <u>20th September 2023</u> BBCllr/Cllr Wheeler confirmed works had started to remedy misleading signage. <u>15th November 2023</u> BBCllr/Cllr Wheeler confirmed this was part of an ongoing programme of works that will need to be completed before BBC adopted the infrastructure.	
Cranfield Road speeding issues and pedestrian crossing issues.	Resident (who will be in attendance at this meeting).	2023.	BBC.	This issue was the first determined within this PAP. <u>15th November 2023</u> A resident raised concerns that vehicles continued to speed down Cranfield Road if they were only passing one of the pair of Average Speed Cameras now installed. The following suggestions were made (BBC and member responses are noted in blue): • Install a regular (static) speed camera. It was not possible to site a static speed camera between a pair of average speed cameras. • Change the speed limit to 20MPH. *See below. • Install warning signage not to speed – ‘Speeding Kills’ or similar;	BBC.

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				BBC confirmed it had to conform to legislation which prevented the installation of such signage. • Install barrier fencing to ensure the better safety of pedestrians. **BBC confirmed there was insufficient room along this footway to install a barrier. A barrier must be set back a minimum of 450mm – 600mm from the road edge, which would leave less than one metre – insufficient to allow a double buggy to pass. In relation to Burgoyne Avenue, it was noted the addition of full-length road bumps would only be considered after BBC had adopted the road and it was agreed to add that issue to this PAP ahead of the next meeting of this steering group. The same resident also raised concerns over the poorly positioned pedestrian crossing at the top of Cranfield Road near the junctions with Bedford/Church/Fields Road. The following suggestions were made and taken forward by BBCllr/Cllr Wheeler ahead of this meeting. BBC and member responses are noted in blue. • Remove the (almost blind) crossing and install barrier fencing to stop pedestrians crossing in that area; BBC had received no crossing concerns in the 5+ years since it had been installed. It had noted overhanging vegetation on the Church Road side which would reduce visibility of oncoming vehicles and would be taking steps to have it cut back to the highway boundary. The same response as	
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				noted above** was made in relation to the barrier request. It was noted WPC had offered solutions to BBC to alleviate the pinch point on Cranfield Road, but none were taken forward and WPC had reluctantly moved the issue to close. There had also been historic talks to close Cranfield Road to all vehicles, however this was not supported by WPC. • Install a pedestrian crossing on Bedford Road; BBC had previously looked at the possibility of installing a crossing at the point(s) noted in Appendix Two. It had concerns any crossing between the two roundabouts would present a safety hazard, with drivers focusing on other vehicles rather than pedestrians. • Add warning road markings in the vicinity of the pedestrian crossing; BBC cited current legislation, which stated zig zag markings were not permitted on approaches to roundabouts. The way to prevent vehicles from parking would be to install yellow lines. It was noted there were yellow lines on the northern side of the roundabouts, but not on the southern side. BBC had no budget for any further lining works however and after discussion it was resolved not to take that suggestion forward in any event, as vehicles were not known to park in that area. • Install signage on all roads warning of a pedestrian crossing. BBC again confirmed it was bound by legislation which did not permit the addition	
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				of signage stating caution signage near a pedestrian crossing. *The resident also provided a detailed report ahead of the meeting in relation to the implantation of 20MPH speed limits across the village – refer to Appendix Two. It was noted all areas within the Berryfields and Berry Wood/The Kilns Estates were a 20MPH zone. WPC had recently submitted a request to BBC that all roads elsewhere in the village also be made a 20MPH, save for the main routes (Bedford, Church, Cranfield, Fields, Hall End Roads and Keeley Lane). These would remain 30MPH and would be/were already being served by average speed cameras, although it was noted WPC may look to subsequently request these also be reduced to 20MPH. After detailed discussion, the resident in attendance agreed to raise a petition calling for all roads to be made 20MPH which would be submitted to BBC (as Local Highways Authority) for consideration. BBCllr/Cllr Wheeler confirmed he had already submitted their redacted report to BBCllr Jim Weir and invited the resident to attend a meeting at Borough Hall with all relevant stakeholders to discuss this proposal in greater detail.	
Fields Road pedestrian crossing.	BBCllr/Cllr Wheeler.	Ongoing.	BBC.	<u>Summary of 2022</u> The installation was delayed due to several factors. <u>18th January 2023</u> BBCllr/Cllr Wheeler had received confirmation from BBC that works would commence on 23rd January 2023. A temporary bus stop between Haycroft and	BBC.

				Wootton Vale House would continue to be provided. <u>15th March 2023</u> Despite the s106 agreement referencing a Toucan crossing, BBC had installed a zebra crossing, which would not officially open until later in March 2023, due to ongoing BBC contractor issues. BBCllr/Cllr Wheeler confirmed his researcher had requested a breakdown of expenditure, given BBC had received s106 funding of £50k and the zebra crossing was likely to be significantly cheaper at £15k to install. BBCllr/Cllr Wheeler's researcher had also requested information on the balance of funding left and how/where it would be spent. Members were in agreement the crossing should be a Toucan crossing, given the route in question was a safe route to school. WPC had not been consulted on BBCs deviation from Toucan to Zebra crossing, nor was a Deed of Variation to the s106 agreement seen. BBCllr/Cllr Wheeler was asked to investigate this also. <u>24th May 2023</u> BBCllr/Cllr Wheeler has yet to establish whether a Deed of Variation has been provided (as detailed above). The clerk has requested a breakdown of costings from BBC and has been informed this will be provided when all works are completed. BBCllr/Cllr Wheeler again reiterated the crossing (as well as being the wrong type), was in the wrong place and after discussion Cllr Lloyd agreed to provide BBCllr Weir with a report detailing the timeline of events leading to the current situation	
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				after which it was hoped a site visit could be arranged. <u>19th July 2023</u> Following a site visit with BBCllr Weir, Portfolio Holder for Environment, Transport and Highways, Andy Prigmore, Manager Traffic Operations, BBC, BBCllr/Cllr Wheeler, Cllr Lloyd and the clerk, the following was noted: • The clerk was still waiting costings from BBC (chased 11th July 2023). • The type of crossing and location was discussed and noted only. It was unlikely any further action would be taken by BBC to change either the type or location. • The clerk confirmed they would continue to chase for a breakdown of costings and it was reluctantly agreed to move the type of crossing and location issues to close. <u>20th September 2023</u> The clerk had yet to receive the costings as referenced above and were they not received ahead of October's Full Council meeting; a Freedom of Information request would be considered at that meeting. <u>15th November 2023</u> This item was now being considered by Full Council. Move to close.	
Pavement/all parking issues – including white and yellow lining – village wide.	Residents.	Ongoing.	Not yet identified.	<u>YELLOW LINING</u> <u>18th January 2023</u> BBCllr/Cllr Wheeler continued to chase regarding yellow lining at Hall End.	Cllr O'Dell.

				<u>24th May 2023</u> Cllr Bygraves agreed to speak to the resident in question in order to bring the outstanding works to a close. <u>20th September 2023</u> Cllr Bygraves had been unable to speak with the resident in question. It was noted however, vehicles were no longer continuously parked obstructively and BBCllr/Cllr Wheeler was asked to request BBC address the yellow lining works at the earliest opportunity. <u>15th November 2023</u> Completion of yellow lining along Hall End Road at the junction of Hilly Lane remained outstanding. It was noted the police should be able to take enforcement action to remove the obstructing vehicle and BBCllr/Cllr Wheeler was asked to continue to chase for these lining works to be completed. A request for additional yellow lining at Hall End (frontage of The Chequers PH car park) was received – refer to Appendix Three. After discussion it was resolved to make the same recommendation to Full Council and request costings from BBC. <u>WHITE LINING</u> <u>Summary of 2022</u> • White lining works at the double mini roundabouts on Fields Road remain outstanding. • ‘Slow’ signage at all points of the double mini roundabouts remains outstanding.	
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				<u>18th January 2023</u> BBCllr/Cllr Wheeler confirmed the re-painting of the double mini roundabouts and addition of 'slow' signage at all points was with BBC for implementation. <u>15th March 2023</u> BBCllr/Cllr Wheeler confirmed the re-painting of the double mini roundabouts and addition of 'slow' signage at all points remained with BBC for implementation. <u>24th May 2023</u> BBCllr/Cllr Wheeler continued to chase for an update on when the works would be carried out. <u>19th July 2023</u> It was noted Cllrs O'Dell and Wheeler were meeting with BBCllr Weir, Portfolio Holder for Environment, Transport and Highways and Andy Prigmore, Manager Traffic Operations, BBC on 20th July to discuss potential traffic calming measures for Mepham Road (near the junction with Bedford Road). The issue of white lining works elsewhere would be raised again. <u>20th September 2023</u> BBCllr/Cllr Wheeler had received no further update on village-wide white lining works. <u>15th November 2023</u> BBCllr/Cllr Wheeler confirmed BBCllr Weir was following up on why these works remained outstanding.	
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				<u>PAVEMENT PARKING</u> <u>Summary of 2022</u> No further update was received in relation to Central Government's consultation on pavement parking: https://www.gov.uk/government/consultations/managing-pavement-parking. <u>19th July 2023</u> CLlr O'Dell confirmed he had written to the Department of Transport to request an update, following notification that the consultation had closed. TI confirmed a response should be published within three months of consultation closure. <u>15th November 2023</u> Information published on Central Government's website states feedback was being evaluated and further information will be provided in due course (29th June 2023). CLlr O'Dell agreed to take this up with Alistair Strathern MP, in a personal capacity.	
Pavements and Roads – all resurfacing/remedial works.	Resident.	Ongoing.	BBC.	<u>PAVEMENTS</u> <u>15th November 2023</u> Refer to Appendix Four. <u>ROADS</u> <u>15th November 2023</u> Refer to Appendix Four	BBC.
Sanders Way – dropped kerbs (to include additional areas also along Lorraine Road)	Request from resident.	Ongoing.	BBC.	<u>18th January 2023</u> All dropped kerbs were complete, however it was noted tactile paving had not been added, despite being referenced in the report. It was agreed to take the report back to BBC, requesting the additional works.	BBC.

				<u>15th March 2023</u> BBCllr/Cllr Wheeler confirmed BBC had acknowledged its error and that tactile paving would be added. <u>24th May 2023</u> Timescales for these works were not yet known. <u>19th July 2023</u> Given no further update had been received, either in relation to the missing tactile paving for the original dropped kerbs installed, or in relation to the parish council's request for additional dropped kerbs along Lorraine Road, it was agreed to chase again for a formal update on both issues. <u>20th September 2023</u> BBCllr/Cllr Wheeler and Cllr O'Dell confirmed the areas in question had been marked up ahead of the proposed works, however a start date was not yet known. On a separate issue, Foster Road had also been marked up for a dropped kerb (request was made by BBCllr Abood without the parish council's knowledge). It was noted bollards should also be a requirement to stop the area being used for parking and a request had already been made by BBCllr/Cllr Wheeler in that respect. <u>15th November 2023</u> BBCllr/Cllr Wheeler had chased BBC on the following outstanding works: • Lorraine Road dropped kerbs – both the original works (now completed) that	
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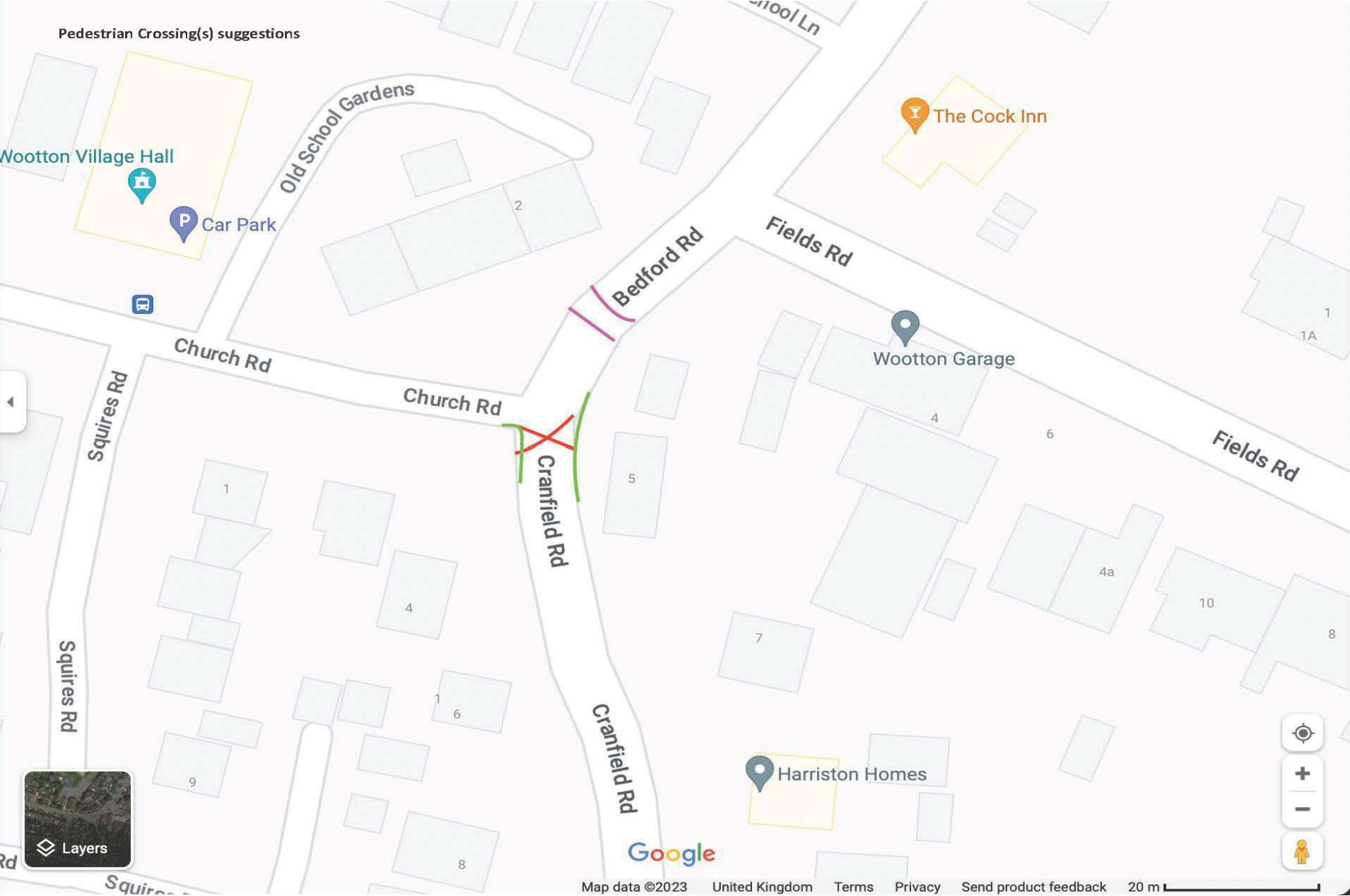
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				required the addition of tactile paving and the additional areas subsequently requested by WPC; Foster Road dropped kerb (requested by BBCllr Abood without reference to WPC). BBCllr/Cllr Wheeler subsequently requested the addition of bollards to stop the area being used as a car park. The need for the addition of bollards was reinforced at this meeting.	
Speed restrictions/concerns – various areas.	Committee discussion.	Ongoing.	Not yet identified.	<u>SPEED CAMERAS</u> <u>Summary of 2022</u> - Average speed cameras were now in place on Cranfield Road. - WPC continued to push for all other areas to be taken forward as one project. <u>18th January 2023</u> BBCllr/Cllr Wheeler continued to chase BBC for an update regarding all outstanding sites. <u>15th March 2023</u> BBC had finally confirmed it would proceed with the installation of cameras along all outstanding sites. Design works and final costings were being prepared. <u>24th May 2023</u> BBCllr Weir confirmed he had been sent the ASC report by BBCllr/Cllr Wheeler. <u>19th July 2023</u> BBCllr/Cllr Wheeler confirmed he continued to chase for an update on installation. TI stated it was possible to use BBC's Corporate Complaints Procedure should the need arise.	Cllr Lloyd.

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				<u>20th September 2023</u> BBCllr/Cllr Wheeler confirmed a Bedford Borough Council representative was meeting with the contractor next week to discuss the same, ahead of finalising drawings and costings. <u>15th November 2023</u> Cllr Lloyd confirmed all cameras should be in situ within 12 months of this meeting.	
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To be reviewed at each Roads & Pavements Safety Steering Group meeting.



20 is plenty for Wootton.

30mph is no longer fit for purpose. It was set over 80 years ago with little scientific basis. Let's make 20mph the norm and change our community.

Surveys show 70% of the British public say 20mph is the right limit for residential streets.

Traditionally, road safety has tended to take the viewpoint of the motorist. The question has been how best to get the motorist to where they want to go safely, without too much inconvenience.

However, when we take a societal view to include a duty of care to children, cyclists, the elderly, disabled and especially non drivers we must consider their rights to be safe as they get around. And consider if their desire for independent mobility is being suppressed by traffic danger.

Here are some key reasons (in no particular order) why we should implement 20mph across our village.

1. Builds Community

- A connected, friendly society flourishes in places where it feels safe to chat or play.
- People, especially families and elderly, connect outside more easily by slowing down traffic.
- 20mph is a friendly limit - it raises liveability and quality of life. It's key to healthy streets. 30mph is isolating.
Edinburgh Study:
 - Parental permission to play out doubled from 31% to 66%
 - Those considering cycling unsafe fell from 26% to 18%.
 - Children cycling to school rose from 4% to 12%.
 - For older primary ages it rose from 3% to 22%.
 - Walking trips rose 7%, cycling trips rose 5% and car trips fell 3%.http://d3n8a8pro7vnm.cloudfront.net/20splentyforus/legacy_url/156/Edinburgh.pdf?1431367937

2. Reduced Noise

- Noise almost halves from 30mph to 20mph
- It's easier to engage and more pleasant to sit on a stoop and look up as we are walking, to linger and smile.
- Sleep and peace of mind improve from a quieter ambience - which aids mental health and reduces stress.
http://www.ukna.org.uk/uploads/4/1/4/5/41458009/speed_and_road_traffic_noise.pdf

3. Air Quality

- 20mph limits mean less unnecessary acceleration and braking, which improves air quality.
- Fresher air makes chatting outside feel more attractive and healthier.
- New research from engineering consultants, Future Transport, models the impact of capping speeds at 20mph vs. 30mph. This "real life" modelling that takes account of the stop/start nature of urban traffic yields a very different result from traditional steady-state models. It

shows significant and substantial reductions in emissions: CO2 lower by 26% and NOx 28% lower. <https://futuretransport.info/urban-traffic-research/>

- Speed limit reductions are a key initiative to reduce climate-warming CO2 emissions and harmful NOx. They also have a significant effect on public health through air quality improvements and active travel.
- 20mph limits toxic diesel emissions and is like taking half the petrol cars off the road.
- 20mph places have seen a rise of 20% in walking and cycling again further reducing the air pollution.

4. Darker Nights – increased field of vision

- 20mph limits widen drivers' fields of vision.
- This helps see hazards and take avoiding action earlier.
- Drivers can stop in half the distance compared to 30mph.
- 20mph reduces the kinetic energy with fewer deaths or life changing injuries.

5. 'It takes a village to raise a child'.

- Our children want to go out, exercise and see friends. They have a right to enjoy public space and freedom. It shouldn't just be kids who have gardens or who live in cul-de-sacs that can go or play out. We want streets where every child who is sensible enough is permitted to roam without constant adult supervision.
- Children used to roam further than now.
- Traffic fear is key. Wide 20mph limits enable kids to get out - to relatives, friends, parks, shops, play, walk, scoot, and cycle. 39% of 1,000 parents of 5-11yolds in GB surveyed said school run traffic was dangerous and their top fear was speeding traffic
www.livingstreets.org.uk
- Confident, sociable, independent, healthy, active travel habits form on safer streets.
- Obesity, anxiety, and loneliness reduce.
- Families lead better lives.

6. Local Businesses Thrive

- Businesses thrive where it is safe to walk and cycle and more money is available to the local economy.
- It's also for businesses' own staff.

7. Fuel Savings

- In built up settlements like towns and villages, the key determinant of fuel consumption is the number of times you accelerate back up to the speed limit after slowing down or stopping at hazards, junctions parked cars, lights, etc. The higher the speed limit then the greater that acceleration influences fuel consumption.
- New research from Future Transport shows fuel efficiency peaks with speed capped at 20mph. This "real life" model factors in stop/start urban traffic.
- Less acceleration saves precious resources as over twice as much energy is required to get to 30mph.
- Drivers get up to 10p per mile fuel saving without trips taking longer. That's a 30% saving in urban fuel costs. <https://futuretransport.info/urban-traffic-research/>

8. 20mph helps the vulnerable

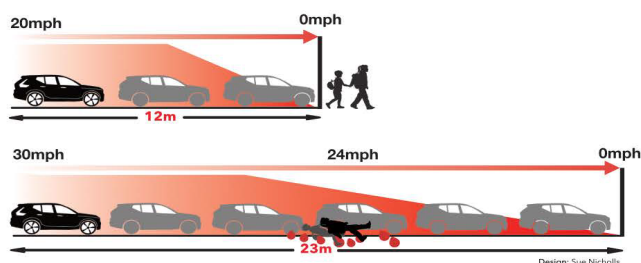
- 20mph is popular because it makes our streets safer, greener, and fairer, especially for those with limited sight, hearing or mobility whether due to age or disability.

9. Safety

- A child is 3 times more likely to die if hit by a car at 30mph VS 20mph.
- Crashes at higher speeds are more forceful and therefore more likely to be fatal.
- Drivers travelling at higher speeds have a narrower field of vision 65° VS 100°
- Drivers travelling at higher speeds travel further before they can react & have longer stopping or breaking distances 63ft VS 119ft
- Reducing speed limits from 30mph to 20mph typically results in more than 20% fewer casualties <https://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/inappropriate-speed.pdf>
- For cyclists the introduction of 20mph limits (alone) is linked to 21% lower injury odds compared to 30mph roads <https://www.sciencedirect.com/science/article/pii/S0001457518301076>
- 50% of all pedestrian fatalities and 80% of all serious injuries due to the frontal impact of a car happen at 21-30mph, but rarely at 20mph or below as there is more time to react, brake, stop, and ideally, avoid a crash.



Thinking Distance + Braking Distance = Stopping Distance



Key Questions & Responses

Will it create slower journey times?

- It is not necessarily about the drivers! We need to be thinking about our residents as well and all the benefits to our community.
- This argument is given little credence in a comprehensive report on speed from the RAC Foundation. "Journey-time savings are often small, particularly in urban areas where increased running speeds may provide only small savings as a result of delays at intersections and traffic lights." https://www.racfoundation.org/wp-content/uploads/2017/11/speed_limits-box_bayliss-aug2012.pdf
- "What drivers always fail to recognise is how little material difference speeds make to their journey time. Driving at 30mph for a mile will get you to your destination just 60 seconds before someone driving at 20mph. Add in a few traffic lights and there's actually no time saved."
- "Of course, 20mph seems slow to drivers. That's the whole point. And it also seems slower, calmer, cleaner, safer, and quieter for all the people who are not in cars and living their lives in communities. It's why #20splenty where people are."

Would bus times increase?

- Not significantly for cross-town journeys.
- Many bus companies found no difference in their timetables.

Will it cost a lot?

- Costs are approx. £3 per head and provide value for money seven times higher than targeted physically calmed speed reduction zones.
- Gains are an impressive 20% reduction in crashes. Doing nothing simply adds to societal crash costs and the load on the NHS.
- As well as being great value for money through returns to society by crash and casualty reductions, lower speed limits become the foundation of local active travel, community connection, noise reduction, air quality and duty of care strategies.
- Wide area 20mph limits are popular and bring economic, social, and environmental benefits.
- A cost benefit calculator can be found here: https://assets.nationbuilder.com/20splentyforus/pages/557/attachments/original/1659009997/Casualty_costs_for_your_place_2019_%28Jul-22%29.ods?1659009997

Why can't we just do it for specific times?

- This is about making our village safer at **all** times!
- This can cause confusion around what time people are supposed to obey the new limits.
- This is not just for children.
- We have a large proportion of elderly residents that would benefit.
- Growing families – Anyone under 5 not at school yet
- Expansion of extra-curricular activities at numerous locations around the village after school and before school, and at weekends.
- Cyclists – reduce traffic on the roads.

Why can't we just do it for specific places i.e., Outside the schools?

- 20mph isn't just about casualties, it's about quality of life and community benefits including encouraging healthier and sustainable transport modes such as walking and cycling and better air quality. You can't get those from just spending on a few special locations.
- School safety zones can lead parents and highway authorities to believe that they have "fixed the problem" of child road safety when only a small minority of child road casualties occur on the way to or from school (Just 20%)
- The mean radius of a school safety zone is 300m whilst the mean distance to school is 1.8km. Hence the school safety zones apply to only 17% of the journey.
http://www.20splenty.org/how_school_safety_zones_are_not_a_priority
- 20mph only around schools says drop your child in the safe zone rather than permit them to walk or cycle door to door.
- Some drivers transfer mode - they start to walk and cycle instead of driving – thereby reducing the number of vehicles. Both volume and speed of traffic falls.

Why don't we just give the children better road safety education?

- Sight and road crossing decision making are not mature enough, even if taught road safety.
- Speeds over 20mph are risky to children due to their inability to make accurate crossing decisions.
- Vision research scientists proved children can't reliably assess how fast traffic goes over 20mph (looming rates) until over 12 years.
- 30mph+ limits on heavily traffic roads sever independent child travel. 30mph is not fit for purpose especially for mothers who do most childcare and escort trips.

Can you have 20mph on any road?

- Yes! Including A & B roads - Many Local Authorities have 20mph on A roads.
- A Highway Authority cannot exclude a street unless it has considered the needs of vulnerable road users and has shown that journeys on foot will be insignificant.
<https://d3n8a8pro7vhmx.cloudfront.net/20splentyforus/pages/443/attachments/original/1606488673/circular-01-2013.pdf?1606488673>

Will the residents of Wootton like 20mph?

- Yes. Surveys consistently show that over 70% of residents support 20mph
https://www.20splenty.org/dft_20mph_evaluation
- Research has also shown that popularity increases after their introduction.
<https://www.roadsafetyobservatory.com/Evidence/Details/11651>

Do you need several road casualties to justify 20mph?

- This is a common myth!
- Rationing 20mph to places with high casualties contravenes DfT guidance and WHO / NICE recommendations that 20mph is a safe speed where people and vehicles mix.
- Highway Authorities cannot create arbitrary reasons to justify higher speed limits which ignore other factors, such as the needs of vulnerable road users.

Can we have other traffic calming measures instead?

- Bumps increase air and noise pollution due to acceleration and braking
- Bumps are very time consuming to install
- Making 20mph normal is 7x cheaper than 20mph with bumps
- Bumps are being phased out with the increase in speed limiters in cars

Compiled for Wootton Parish Council
Primary information source: www.20splenty.org
By (redacted), Wootton Resident
Inquiries to: (redacted)

Parking outside the Chequers opposite Hilly Lane Junction





Roads & Pavements Safety Steering Group					
Pavements – programmed by BBC (2023/24)		Pavements – requested by WPC (not yet programmed by BBC)		Pavements – future requests for BBC programming (2024/25)	
Area	Comments	Area	Comments	Area	Comments
Monoux Road.	24.5.23 - works have been completed.	Foster Way (now including Foster Road, Neale Way, Neale Road and Thorpe Way).	Foster Way was initially requested, but members resolved to extend the area to include the whole estate (LARP23/022). 15.11.23 – BBCLr/Cllr Wheeler confirmed these areas had been scored by BBC but it was unclear whether they had yet to be programmed.	ALL AREAS.	15.11.23 – BBCLr/Cllr Wheeler stated this steering group should identify any areas for resurfacing works at its January 2024 meeting, to enable early programming by BBC.
Payne Road.	15.11.23 - works have been completed.			Lorraine Road.	15.11.23 – BBCLr/Cllr Wheeler confirmed this area had been scored by BBC and had been programmed for BBC's 2024/25 works.
Roads – programmed by BBC (2023/24)		Roads – requested by WPC (not yet programmed by BBC)		Roads – future requests for BBC programming (2024/25)	
Area	Comments	Area	Comments	Area	Comments
Cause End Road (vicinity of Tesco's).	BBC had previously stated works would commence when utility works had been completed. BBCLr/Cllr Wheeler asked for the works to be expedited as the road continued to deteriorate and was a severe hazard. 24.5.23 – temporary patching works would be carried out ahead of a full resurface. BBCLr Weir agreed to chase BBC for a further update regarding timescales and plans for full resurfacing works (it was recognised delays had been caused by utility companies working in the area). 20.9.23 – BBC had programmed resurfacing works for February 2024.	Hall End Road (adjacent to the upper school).	A resident reported significant potholes along Hall End Road which were causing traffic to cut the corner, driving towards oncoming traffic. BBCLr/Cllr Wheeler confirmed the area has already been marked out and that BBC would resurface the area from Wootton Park Farm to the first dwelling on the left (heading towards The Chequers Inn PH). 20.9.23 – BBCLr/Cllr Wheeler confirmed these areas had been scored by BBC but it was unclear whether they had yet to be programmed.		

Appendix Four

	15.11.23 – Utility works were ongoing and should be completed before the scheduled resurfacing works in February 2024.				
		Lorraine Road (top of Cause End Road closest to St. Mary's Church to Lorraine Road cemetery entrance).	A resident had requested these works; however BBC stated the area currently fell below its investigation levels. The area would be monitored and repaired, as necessary.	ALL AREAS.	15.11.23 – BBCllr/Cllr Wheeler stated this steering group should identify any areas for resurfacing works at its January 2024 meeting, to enable early programming by BBC.
		Mepham Road (Bedford Road to Hollies Walk).	A resident had requested these works; however BBC stated the area currently fell below its investigation levels. The area would be monitored and repaired, as necessary.		

To be reviewed at each Roads & Pavements Safety Steering Group meeting.