

From: [REDACTED]
Sent: 30 January 2014 12:43
To: Woodside
Subject: Re: Woodside Connection Houghton Regis TR010011

Woodside Connection Houghton Regis TR010011

Your reference: WOOD-OP0003
The Woodside Team

Dear Sir`s,

I thank you for your consideration of the submissions made at earlier inquiries & my assumptions that these were with an ongoing availability throughout the issue.

I notice that Mr. Hemming a resident as am I are listed as interested parties. I am wondering why are not the other objectors as in below ;-

Listed objectors to the open link.

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COMMUNITIES AND LOCAL GOVERNMENT FILE REF: DPI/B0230/10/11 [REDACTED]

[REDACTED] (Sup 3)16

4.9 [REDACTED], a resident of Houghton Regis, supports the Published Scheme but maintains that it should not include any links from local roads to the proposed Junction 11A. In 2005 a proposal for a bypass running from Thorn to the M1, without any connection to Houghton Regis, was put forward for public consultation. This would have reduced the traffic flows through Houghton Regis, especially HGVs, and the scheme met with favour by Houghton Regis residents. In the event, however, the Published Scheme incorporated a connection with the A5120, but no local road connections to Junction 11A.

[REDACTED] (CO13)

7.20 [REDACTED], a local resident who also appeared at the Inquiry in support of the Published Scheme, objects to AR5, AR7 and AR10 which all have connections from local roads to the proposed Junction 11A. Any such connections would result in additional traffic congestion in Houghton Regis.

4.10 Local road connections to Junction 11A should not "slip in via the back door". In this regard 2 alternative proposals for local road connections at Junction 11A are being put forward by others in the shape of AR7 and AR5. AR7 amounts to part of the WSC which, in its entirety, would run from the Woodside Industrial Estate to Junction 11A, with a link to Sundon Road, Houghton Regis. This would provide a direct route to the motorway for HGVs, but as yet is unapproved and unfunded. As the design of Junction 11A does not preclude a future WSC being linked into it, and as this road is at an early stage of design, the Inquiry should proceed with the Published Scheme as it stands.

4.13 In summary, the Published Scheme should be implemented as it stands, with no local road connections to Junction 11A. If such connections were included, all the

previous studies, discussions and conclusions will have been pointless and the residents of Houghton Regis, who have been supporting the bypass, will have been betrayed. Finally, any new housing and commercial development between the new bypass and Houghton Regis should be connected directly to the bypass and not to the local road network.

Mr & Mrs [REDACTED] (Obj 27)

5.56 Mr and Mrs [REDACTED] live at the dwelling [REDACTED] on Sundon Road, immediately to the east of the Midland mainline railway. Objections are raised to the Published Scheme on the grounds of increased noise impacts. In addition, Mr and Mrs [REDACTED] are concerned about the impact on Mr [REDACTED] health due to dust and fumes during the construction; devaluation of their property and the fact that they would not be able to sell it; about light from the Scheme at night; and disruption arising from constant lorry traffic accessing the site.

[REDACTED] (CO2)

7.3 A local resident, Mr [REDACTED], opposes AR7 and AR10 arguing that to include connections from local roads to the proposed Junction 11A would bring additional traffic congestion to Houghton Regis and should not be pursued. He submitted a petition with 27 names, endorsing these views. Petition enclosed as attachment.

Houghton Regis T/C (CO15)

7.23 AR6 is opposed as it would need 2 bridges across the motorway rather than the single bridge needed for the Published Scheme making it more expensive but with no apparent advantage. AR7 and AR10 are both strongly objected to, as the Town Council maintains its view that there should not be any connection of local roads to the bypass or the proposed Junction 11A, with the exception of the proposed WSC. This latter point was reinforced by Councillor Jones at the Inquiry, when he criticized the CPRE (represented by Mr Adburgham) for not consulting with Houghton Parish Council, before adding its support to those who sought local connections to the proposed A5-M1 Link.

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9.27 In addition, the traffic modelling for the A5-M1 Link indicates clearly that through traffic would be removed from Dunstable, thereby achieving a key objective of the Scheme[8.88, 8.89]. Furthermore, the detrunking of the existing A5 would allow HCC and CBC to implement further environmental and safety improvements on the A5 and within Dunstable town centre, and better control traffic to suit local needs [8.25, 8.47, Following public consultation, a Preferred Route was announced in February 2007 (DD7). This showed no local connections at Junction 11A but a local connection would be made available via a junction with the A5120.

This project has suffered by mission creep, described below;-

Preferred route (see excerpt enclosed):

http://www.highways.gov.uk/roads/documents/A5_M1_link_preferred_route.pdf

"The Preferred Route

We aim to take forward the Northern Route with an at grade roundabout junction at the A5120, but with no connections to the local roads at Junction 11a. The Link Road will connect to the A5 just to the north of the existing A5/A505 roundabout junction. There will be no repositioning of the A505, which is a variation from that shown at the Public Consultation. "

In a letter responding to myself in the Dunstable Gazette by MP Andrew Selous on the 22nd May 2002, he assured readers that `the link road would ease all traffic flows through Dunstable & Houghton Regis. That the County Council traffic management measures would only be permitted for access to local premises. `..Note! not the local roads!

Since that assurance the goal post has moved to `access proposals 7 & 10` for a traffic link road onto the local roads of Houghton Regis.` This by Central County Council. This is despite the preferred route, by consultation with residents, with no access to local roads.

I have petitioned for the adherence to the preferred route, closed to local roads. (petition is an attachment).

Currently Traffic flows down Sundon Road averages 50mph. This is a 30mph. Area. Recent tests established this.

It is a road bordered by residential houses.

Has two schools bordering the road, with safe routes to these and further two schools.

As a sop, County have indicated that a weight restriction, & a speed restriction would compensate for the expected traffic flow, by opening to the M1 Motorway.

Currently the speed of 50mph is not managed (costs I was told), this in a 30mph area through residential houses & schools.

Weight restriction is no comfort to inevitable increased traffic.

Yours sincerely,

John Hateley



Bypass 'must not mean yet more traffic chaos for Houghton Regis'

STEPS must be taken to ensure that Houghton Regis and nearby villages are not hit by further traffic congestion, if Dunstable's A5 northern bypass does become a reality.

That call has come from Houghton Regis district councillor David Hogan, who has raised his concerns in a letter to Beds County Council.

The A5 northern bypass scheme, which could cost close to £50 million, was included in a ten-year plan unveiled recently, as part of the findings of a vital transport study.

The idea is that work on the bypass would also form a new Junction 11A with the M1 and may begin in 2010, if all goes well.

But the package of proposals in the London to South Midlands Motor Model Study still have to get over a series of hurdles before they get the final go-ahead.

Cliff Hogan emphasized the importance of creating a motorway spur from the A5 to the M1 as part of the bypass plans.

In his letter, he wrote: "I feel I should put the case for the people of Houghton Regis, which is already almost at gridlock with traffic, especially at commuter times of the day.

"Although we accept that the northern bypass will benefit the people of Dunstable, unless measures are taken to eliminate traffic

to the motorway from Houghton and the villages around, it will only add to their problems.

He went on: "At the A5 conference held at Dunstable College several years ago, it was agreed by officers of the Ministry of Transport Office, on my suggestion, that unless they made the road from the A5 to the motorway a motorway spur similar to the road at Junction 10 of the motorway to the Stockwood Park roundabout, they would be putting more traffic heading to the motorway into Houghton Regis and the surrounding villages.

"For example, if a roundabout were at the motorway allowing traf-

fic to join it from Houghton and Toddington, it would be a nightmare.

Hence, the only entrance to the motorway should come from the A5. A link road from the Woodside Estate could join it, giving a northern access to the estate, which has been long sought after by businessmen on Woodside."

Cliff Hogan said the points he had raised should be considered during planning for the proposed bypass.

Meanwhile, the study proposals have to go before regional planning bodies and consultations have to be held before any final recommendations go to the Secretary of State for a final decision.

LINK A5

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Letter in Dunstable Gazette 26/02/2003

In full knowledge the implications of traffic chaos in Houghton Regis & surrounding roads CENTRAL BEDFORDSHIRE COUNCIL are endeavouring to open the link road to the local road network. Petition for the Highways preferred route which does not open the link road to the local roads.



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SHEET No 1

PLEASE USE BOTH SIDES OF SHEET