

AGENDA ITEM**9**

COMMITTEE: ENVIRONMENT AND NON EXECUTIVE FUNCTIONS
SCRUTINY

DATE: 16th OCTOBER 2008

SUBJECT: UPDATE - NETWORK MANAGEMENT AND
CONGESTION STRATEGY

REPORT BY: HEAD OF ENGINEERING AND TRANSPORTATION

CONTACT OFFICER: PETER TILBURY 547161

IMPLICATIONS:

LEGAL	✓	STAFFING
EQUALITIES		COMMUNITY SAFETY
FINANCIAL		RISKS
OTHER		

WARDS AFFECTED: ALL

RECOMMENDATION(S)

1. The Committee is recommended to note this report

REPORT

2. On 23 June 2008 Executive approved the draft Network Management and Congestion Strategy (NMCG). The Key Actions included in the NMCS are reproduced at **Appendix A** to this report together with progress made on their implementation.
3. The report to Executive on the 23 June also contained the conclusions of the Member Working Group on Congestion as reported to this Committee on 1 May 2008 together with a number of actions to be carried out under the umbrella of the NMCS. These actions and progress on their implementation are as follows;

Establish the volume of through traffic	A traffic survey has been carried out
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using Dunstable Road at Bury Park	which verifies that a significant proportion of the traffic on Dunstable Road passes through Bury Park without stopping in the area (5,500 vehicles 7am – 7pm).
Prevent illegal right turns at Dunstable Road junctions with Hazelbury Crescent and Francis Street	Temporary barriers have been installed, these can be made permanent when other remedial works are programmed for the area.
Consider signal control at Crawley Road/Telford Way junction. <i>(The reason for this action was to encourage the use of Bury Park Road and Crawley Road as an alternative to Dunstable Road for Town bound traffic).</i>	The traffic survey recorder that only a small proportion of traffic (3%) originating from Birch Link travelled through Dunstable Road to turn into Telford Way. Thus installing signals will have no noticeable effect and will not be pursued.
Consider signal control at Telford Way/Stuart St./Hatters Way/Dunstable Rd junction.	Traffic survey completed, progressing analysis and design. <i>Significant capital cost involved – cost/benefit analysis will have to be carried out.</i> <i>As an interim measure road signs at this junction, Skimpot Roundabout and Chaul End Lane roundabouts are being reviewed to show Hatters Way as a priority route, especially for HGVs.</i>
Consider re-design of Chaul End Lane/Dunstable Road junction	Traffic surveys available, progressing analysis and design. <i>Significant capital costs involved – cost/benefit analysis will have to be carried out.</i>
Include Waller Ave./Leagrave Rd/Blundell Rd junction as a congestion “Hot Spot” and review signal timings.	Included. Awaiting traffic counts, analysis and design.

4. Executive also resolved;

That further consideration be given to the use of school parking where schools are used for community activities outside of normal hours and that the Directors of Children & Learning and Environment and Regeneration liaise on this matter.

Contact has been made with the Corporate Director of Children and Learning in order that an appropriate member of her staff and the Road Safety Manager can investigate this further.

LEGAL IMPLICATIONS

5. There are no direct legal implications to this report. This has been agreed with the relevant solicitor in legal services on 26 August 2008.

APPENDIX

6. Appendix A, Network Management and Congestion Strategy – Key Actions and progress.

BACKGROUND PAPERS

7. Executive Decision No. EX/309/06 (13 November 2006).
Executive Decision No. EX/173/07 (28 August 2007).
Executive Decision No. EX/2/08 (7 January 2008).
Executive Decision No. EX/119/08 (23 June 2008).
Environment and Non Executive Functions Scrutiny Committee Minute 42
(18 October 2007).
Environment and Non Executive Functions Scrutiny Committee Minute 6
(23 January 2008).
Environment and Non Executive Functions Scrutiny Committee Minute 31
(1 May 2008).
Luton' Local Transport Plan 2006 – 2011.