
Meeting: Traffic Management Meeting
Date: 11 September 2013
Subject: High Street, Arlesey – Consider Objections to Proposed Raised Tables

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of raised tables in High Street, Arlesey.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Arlesey
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The works are being funded by the LATP programme as part of the Walking and Cycling Routes – Arlesey/Stotfold. The expected cost of works is approx. £25,000

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

A safer environment near to the school will encourage walking and cycling and reduce use of travel to school by private car.

RECOMMENDATION(S):

That the proposals to install Raised Tables be implemented as published.

Background and Information

1. These measures were developed as part of the Walking and Cycling Arlesey/Stotfold scheme identified within the current Local Area Transport Plan for Arlesey and Stotfold in order to improve walking routes to/from school. The scheme was developed in accordance with the policy objectives set out by Central Bedfordshire. The proposals were developed in conjunction with CBC officers. Generally the scheme comprised of the following measures:

- Introduction of a 20mph zone outside the Lower School/Nursery/Community Centre site
- Provision of a raised zebra crossing
- Junction Improvements
- Provision of widened footway facilities

On completion of the scheme, speed data monitoring took place to assess the degree of speed reduction/compliance to the new 20mph limit.

'After' vehicle speeds are as follows (see plan overleaf):

Location	Northbound		Southbound		Combined	
	5 Day Ave (85 th %ile)	7Day Ave (85 th %ile)	5 Day Ave (85 th %ile)	7Day Ave (85 th %ile)	5 Day Ave (85 th %ile)	7Day Ave (85 th %ile)
Site 1	23.0 (26.0)	23.2 (25.3)	24.0 (24.7)	24.2 (24.9)	23.5 (25.4)	23.7 (25.0)
Site 2	21.5 (23.7)	21.7 (23.1)	20.6 (22.3)	20.9 (21.7)	21.1 (23.0)	21.3 (22.4)
Site 3	19.1 (22.8)	19.4 (22.2)	17.5 (19.8)	17.9 (18.7)	18.3 (21.3)	18.7 (20.0)
Site 4	24.9 (28.4)	25.7 (26.9)	21.8 (24.4)	22.0 (23.2)	23.3 (26.4)	23.9 (25.0)
Site 5	26.5 (29.6)	27.0 (28.8)	24.6 (27.6)	24.9 (26.8)	25.6 (28.4)	26.0 (27.5)

Findings showed that although speeds had generally been reduced, ideally additional features are required in order to further reduce speeds at two locations in order for the zone to be 'self-enforcing', as follows:

- (i) Between site 2 and 3 where 'between feature' speeds were observed to exceed 24mph. Unfortunately speed data was not able to be collected due to the lack of street furniture to mount data collection equipment. However, speed radar gun figure collected by Bedfordshire Police confirmed speeds increased between features.
- (ii) Between sites 4 and 5 where vehicle speeds are above the 'self-enforcing' limit, particularly on entry to the 20mph zone.

Arial Image showing 'After' Speed Data Locations:



2. There is always a safety benefit in making 20mph restrictions self-enforcing. It overcomes any need for requests for enforcement and supports the safety zone itself. This is of particular importance in the vicinity of schools and community buildings where road users may be more vulnerable in nature.
- 3 The proposals to introduce two additional raised tables were formally advertised by public notice in June and July 2013. Consultations were carried out with the emergency services and other statutory bodies, Arlesey Town Council relevant Elected Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.
4. Three objections have been received, including from Arlesey Town Council. A copy of the correspondence is included in Appendix C. The main points of objection are summarised below:-
 - a) The Town Council considers that the raised tables will not reduce vehicle speeds or make the area safer. The Town Council and a resident suggest that a pedestrian crossing would be a safer option.
 - b) The area is already congested and further traffic calming measures will make matters worse.
 - c) The proposed measures will increase traffic noise and emissions and cause damage to vehicles and the road.
 - d) Dissatisfaction with the highway improvements that have recently been implemented and opposition to any further speed-reducing measures. A more holistic approach should be taken.
 - e) Yellow lines are needed to address the issue of opposing traffic meeting at the bend to the south.
5. Bedfordshire Police have no objection to the proposal.

Responses and Conclusion

6. Bedfordshire Highways' response to the points above are as follows:-
 - a) We are satisfied that the proposed measures will bring about a further reduction in traffic speeds. This is expected to reduce the likelihood of collisions and the severity of any injury accidents. There is a zebra crossing at this location, which is considered to be the preferred form of crossing facility on roads with relatively low traffic speeds.
 - b) The additional traffic calming measures are unlikely to have a significant impact on congestion. Pedestrian activity in the area is high, particularly at certain times of the day, which is effectively the reason for installing measures to lower speeds and reduce the dominance of motor vehicles.
 - c) The additional measures are unlikely to bring about a substantial increase in noise and emissions. The proposed raised tables have been designed to relevant Regulations and standards and should not result in vehicle or road damage. The introduction of the additional features will promote a constant reduced speed which will reduce the likelihood of acceleration and braking.

- d) Measures already delivered as part of this scheme has been successful in reducing vehicle speeds. The introduction of the zebra crossing has seen vehicle speeds reduced to 18.7mph (combined 7 day average). Before scheme speeds in this vicinity were 23.7mph. It is therefore seen that the proposed traffic calming features are effective in reducing vehicle speeds. The Additional features are required to ensure the reduction of speed is consistent through the length of the 20mph zone.
 - e) Observations made on site between Amey staff, Bedfordshire Police and Central Bedfordshire officers showed that on-street parking at this location acted as a successful speed reducing feature. Vehicles were seen to give-way and pass without undue risk or conflict. As a result, we would be reluctant to introduce waiting restrictions on this length of road as free-flow vehicle speeds would increase. Physical measures have been deployed in order to prevent vehicles mounting the footways at this location. Evidence has seen this to be successful.
7. It is considered that the proposed measures are suitable for the character of the road and will be effective in bringing speeds down to acceptable levels for this length of road. Consequently, it is recommended that the proposed raised tables be implemented as published. The scheme is funded from the current LATP for Arlesey&Stotfold.

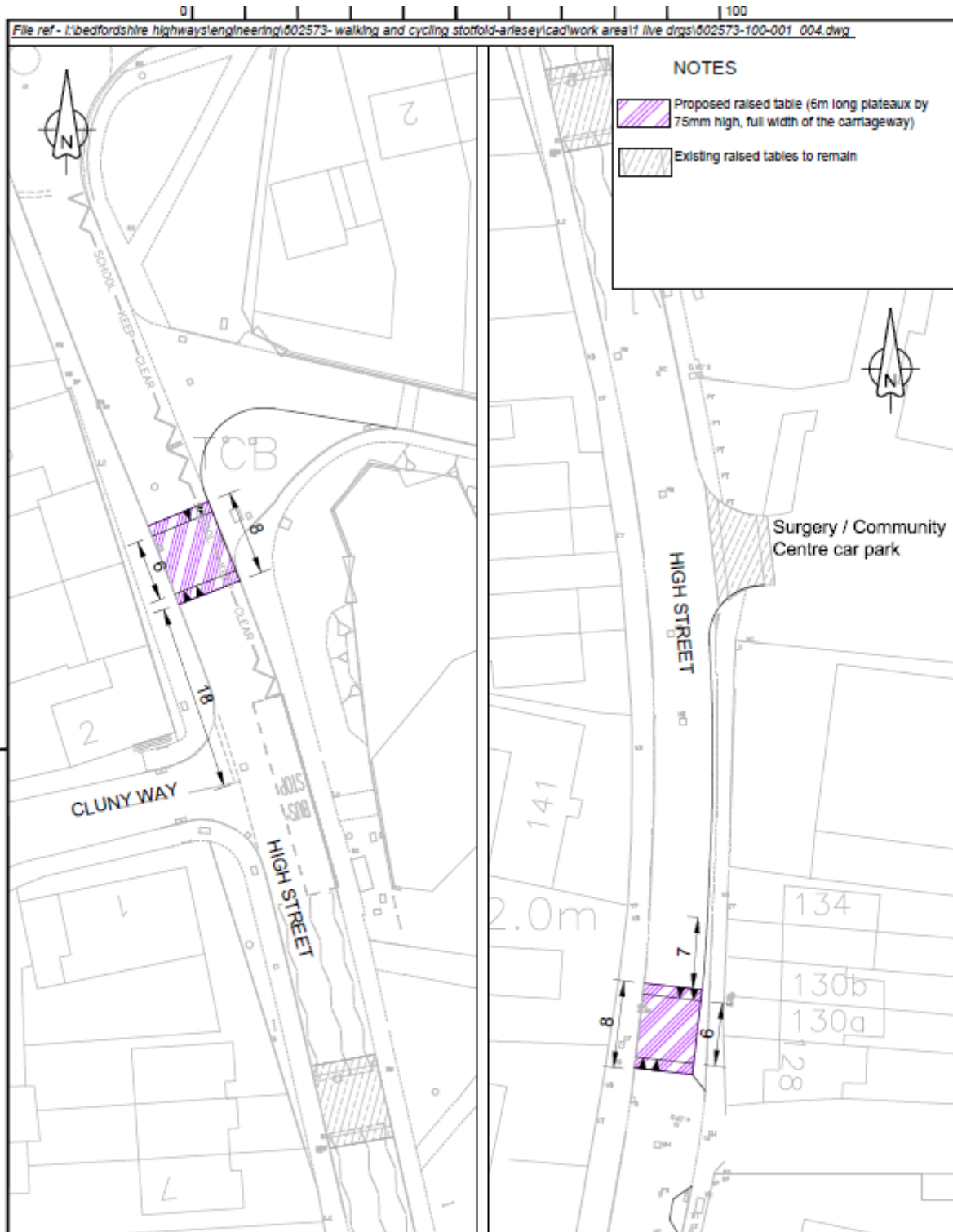
Appendices:

Appendix A – Drawing of Proposals

Appendix B – Public Notice for Proposed Raised Tables

Appendix C – Objections


Appendix A




Rev	Revision details	Chkd	Appd	Date
Drawn: AC				
Design: AC				
Chkd: GB				
Appd: NC				
Date: 19/06/13				

Preliminary	
For comment	<input checked="" type="checkbox"/>
For tender	
For construction	
As constructed	
Other	

Project Name	Walking & Cycling, Stotfold - Arlesey
Drawing Title	Transportation Proposed Raised Tables
Original Drg Size	A4
Dimensions	m
Scale	1:500
Copyright	© Amey



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Client	
Drawing No	602573-100-004
Rev	-

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – HIGH STREET, ARLESEY

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct two Raised Tables under Section 90 A-I of the Highways Act 1980 and all other enabling powers in High Street, Arlesey. The tables are designed to reduce vehicle speeds and create a safer environment for all road users. These works are part of a wider scheme to improve pedestrian and cycling facilities.

A Raised Table, at a nominal height of 75mm, extending across the full width of the road, is proposed to be sited at the following locations in Arlesey:-

1. High Street, at a point approximately 22 metres north of its junction with Cluny Way.
2. High Street, at a point immediately outside nos.128 and 130a High Street.

Further Details of the proposals and a plan may be examined during normal opening hours at Arlesey Resource Centre and Library, High Street, Arlesey, SG15 6SN or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. For more information please contact Adrian Clothier, tel. 0845 365 6142 or e-mail adrian.clothier@amey.co.uk.

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 19 July 2013.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

28 June 2013

I write to object to the proposal to install raised tables on the High Street in Arlesey.

The area is already severely congested at peak times. Further traffic calming measures are likely to exacerbate an already intolerable situation.

They will not, as suggested in the consultation notice, "improve pedestrian and cycling facilities".

Raised platforms and speed bumps result in increased traffic noise as cars brake and accelerate. This increases vehicle emissions and air pollution. They can also cause damage to vehicles with low ground clearance and over time result in damage to the substructure of the road.

There is no alternative route to navigate the village except along this stretch of road nor is one envisaged in the near future.

It is clear that the recent works undertaken in the vicinity of the school have not improved the situation and continue to cause considerable inconvenience. A more palatable solution for the immediate area would be to have a pelican crossing and to extend the yellow zig-zag line restrictions to beyond the WI hall.

Furthermore I firmly believe that more holistic solution for Arlesey needs to be considered. Installing gates at the North and South entry points to the village would aid this and along with chicane type islands (with priority to those leaving) would reinforce the fact that speed limit is 30 in Arlesey and greatly aid motorists awareness of the need to moderate speed.

Punitive measures such as installation of speed humps and platforms is not the way to address Arlesey's current traffic problems. I would like to propose that a public meeting be held to discuss the issue more widely with the Arlesey community and look forward to receiving your response to this suggestion.

I understand two more 'raised tables' are being proposed in the high street of Arlesey down by the school. I STRONGLY OBJECT TO THIS PROPOSAL !

The total re structuring of the road in front of the school is no less than a shambles.

The roundabout is far too big for anything to go around it with any sense of normality and, if you observe the 'carbuncle' you call a roundabout, you will see 99% of the traffic use it as a speed bump and sail straight over it.

The speed bump (raised table) that is already there is too high and quite frankly I would like to challenge the height of it as I feel it is above the legal limit in height.

Travelling on from the speed hump is your road narrowing.....I'm surprised that this has not already caused an accident, for I know it has frayed a few tempers! There is no signage to say the road is narrowing. There is no demarcation on the road to signify the road is narrowing either. You will also see, more clearly from a drivers perspective rather than from a road map, that the road narrowing occurs on a bend. This bend, 90% of the time has cars parked on it so, not only do you have to negotiate the sudden narrowing of the road, you also have to try to see around a now blind bend and try to move forward. Yesterday I watched a lorry have to reverse back to the school twice as every time he tried to pull from the narrowing and parked cars, he was confronted by traffic coming towards him. AN ACCIDENT WAITING TO HAPPEN. You need to have double yellow lines from the school zig zag lines to about house number 120 so vehicles can traverse the blind bend.

The thought of having two more speed humps (raised tables) in amongst this total debacle you call traffic calming is quite frankly a waste of money and two more hazards that are not needed when you should be watching for kids and not vehicles trying to dodge man made obstacles.