
Meeting: Traffic Management Meeting
Date: 11 September 2013
Subject: Ivel Road, Shefford – Consider an Objection to Proposed Raised Tables and Traffic Calming Build-out
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 and a traffic calming build-out in Ivel Road, Shefford.

Contact Officer: Andrew Rosamond
andrew.rosamond@amey.co.uk
Public/Exempt: Public
Wards Affected: Shefford
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The works are being undertaken in connection with a new residential development and will be wholly funded via a section 278 agreement.

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 reduction in vehicle speed will encourage pedestrian and cycle access to the town centre.

RECOMMENDATION(S):

That the proposals to install Raised Tables and a Traffic Calming Build-out be implemented as published.

Background and Information

1. The scheme is being funded by a Section 278 agreement connected with the re-development of the adjacent Bridge Farm site. It is a condition of the planning consent that the developer installs measures on Ivel Road to reduce traffic speeds appropriate for a 20mph speed limit. Other highway improvements are required, including modifications to the nearby roundabout junction with Churchill Way. These measures comprise in the main three raised tables.
2. The scheme as proposed has been required as a condition of the planning consent and as such has not been designed by Bedfordshire Highways though it has undergone technical approval checks.
3. In these situations Bed's Highways acting for Central Bedfordshire Council undertake the statutory consultation work on behalf of the developer under the S278 agreement process.
4. As part of the process a proposal to introduce a 20mph speed limit on Ivel Road adjacent to the residential development was previously published. No objections were received, so the reduced speed limit will be introduced in due course.
5. The proposals for the raised tables were formally advertised by public notice in July and August 2013. Consultations were carried out with the emergency services and other statutory bodies, Shefford Town Council and Ward Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.
6. One objection has been received. A copy of the correspondence is included in Appendix C. The main points of objection are summarised below:-
 - a) Speed is not an issue on this length of road due to the presence of parked cars.
 - b) Raised features force drivers to significantly reduce their speed which irritates other drivers.
 - c) Adjacent houses will suffer structural damage as a result of vehicles passing over the raised tables.
 - d) Even if traffic calming measures are deemed to be necessary, there is no justification for so many tables and the build-out over this short length of road.
 - e) A formal pedestrian crossing would be a better option.

7. Bedfordshire Police have no objection to the proposal.

Responses and Conclusion

8. Bedfordshire Highways' response to the points above are as follows:-
 - a) It is accepted that parked cars can act as an effective traffic calming measure, but most of the parking on Ivel Road takes place further north on Ivel Road. There is currently very little on-street parking on the stretch of road subject to these measures and that is not expected to change after the new homes are occupied. Hence, it is considered that the traffic calming measures are needed.
 - b) The planned traffic calming features will be constructed in accordance with all relevant Regulations and accepted standards. The raised tables should act as effective speed-reducing measures, whilst not being overly disruptive to emergency vehicles, bus services and general traffic.
 - c) There is no evidence to prove that traffic calming measures, including raised features, cause structural damage to adjacent buildings. No objections have been received from adjacent homeowners.
 - d) The spacing of the proposed measures is intended to reduce vehicle speeds to a level that will be compatible with a 20mph speed limit. The tables and build-out should ensure that the 20mph limit is largely self-enforcing.
 - e) It is now intended to provide improved pedestrian crossing facilities as described in paragraph 10. below. However, it is felt that the proposed raised tables are still required as they are more effective as a speed-reducing measure.
9. It is considered that the proposed scheme is suitable for the character of the road and will be effective in bringing speeds down to the desired 20mph. In addition, the objection was received from someone who does not live in Shefford, but appears to use Ivel Road when travelling into the town. The one objection received is from a person who lives outside the area and who clearly uses Ivel Road as a regular driving route. No objections have been received from local residents. Consequently, it is recommended that the proposed raised tables and traffic calming build-out be implemented as published.
10. A supplementary proposal is now proposed with the aim of providing further speed reducing measures and improved pedestrian facilities and is shown in Appendix D. It is proposed to lengthen the raised table to the north of the Churchill Way roundabout to enable it to become a raised zebra crossing. In addition, a further raised zebra is planned to be located to the south of the Churchill Way roundabout. This proposal has now been published and the required consultation has commenced. Works on the original traffic calming proposals is imminent, so a decision on those needs to be taken immediately.

Appendices:

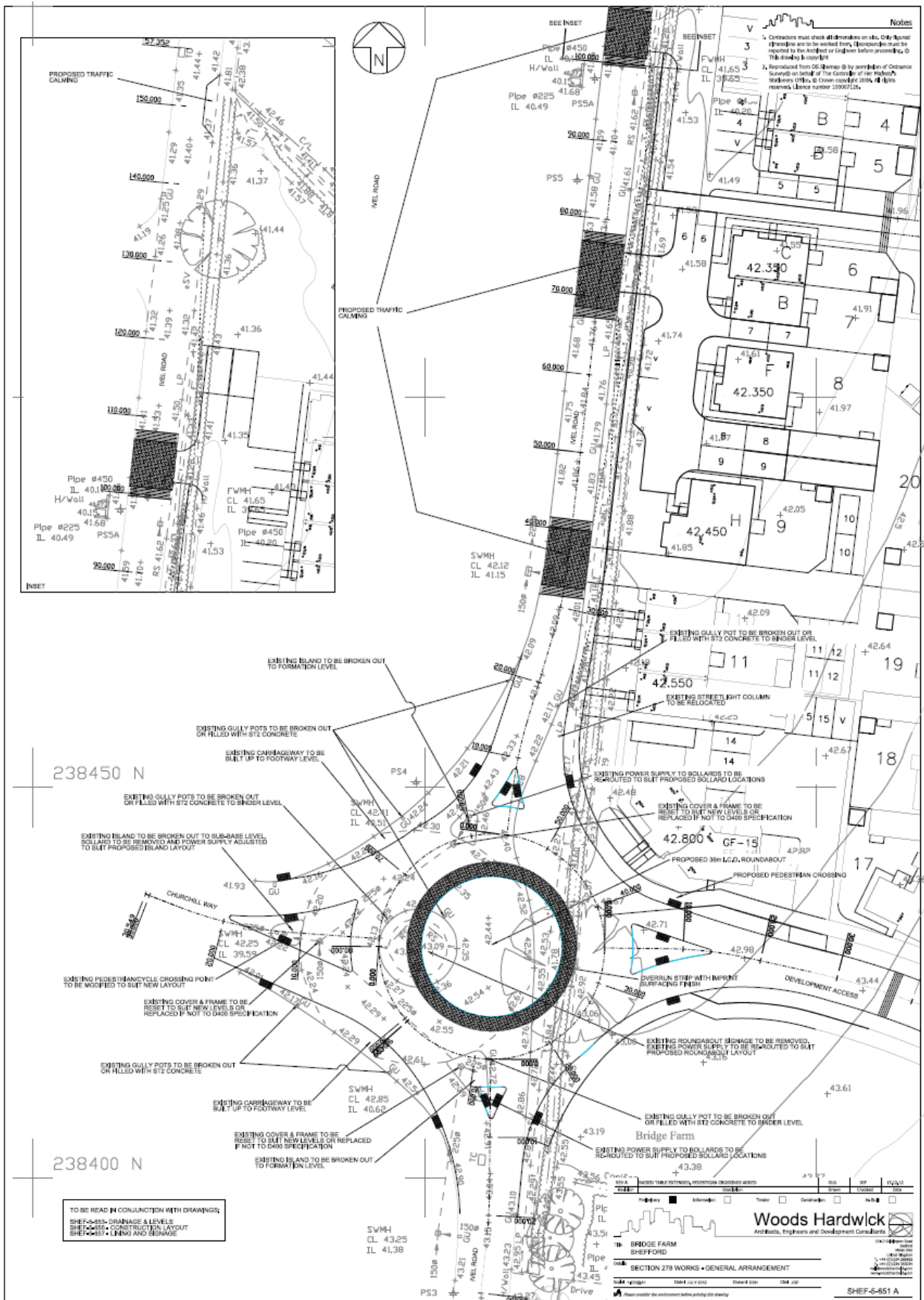
Appendix A – Drawing of Proposals

Appendix B – Public Notice of Proposals

Appendix C – Objection

Appendix D – Additional highway improvements

Appendix A



PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES AND TRAFFIC CALMING BUILD-OUT – IVEL ROAD, SHEFFORD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Tables and a Traffic Calming Build-out under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Ivel Road, Shefford. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users near to the new residential development.

Raised Tables at a nominal height of 75mm and approximately 10 metres long extending across the full width of the road are proposed to be sited at the following locations in Shefford:-

1. Ivel Road, at a point approximately 47 metres north of its junction with Churchill Way.
2. Ivel Road, at a point approximately 85 metres north of its junction with Churchill Way.
3. Ivel Road, at a point approximately 116 metres north of its junction with Churchill Way.

A Traffic Calming Build-out, approximately 8 metres long, extending from the footway on the eastern side of the road is proposed to be sited at the following location in Shefford:-

1. Ivel Road, at a point approximately 162 metres north of its junction with Churchill Way.

Further Details of the proposal and plans may be examined during normal opening hours at Shefford Library, High Street, Shefford SG17 5DD or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

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 9 August 2013.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

12 July 2013

Appendix C

Please register my objection to the traffic-calming tables and build-out proposed for Ivel Road, Shefford.

The stated reason for the proposed measures is "to reduce vehicle speeds and create a safer environment for all road users near to the new residential development". In my experience, vehicle speed is not an issue on this stretch of road because of the number of cars parked on the West side of Ivel Road, and the junction with Queen Elizabeth Drive, which Northbound vehicles often have to pass on the "wrong" side of the road.

Moreover, tables such as those planned are a real nuisance to law-abiding motorists, but do little to check the boy racers. My wife is registered disabled with a chronic back condition and has to reduce her speed to "dead slow" to negotiate them; far from calming the traffic, this often has the effect of enraging other drivers! And as the tables bring the road surface to the same level as the pavement, pedestrians tend to treat them as a crossing point. So if there are any in the vicinity as you approach, it is necessary to sound your horn to warn them that vehicles have right of way. With houses immediately adjacent to the road, another potential problem is damage to their foundations caused by repeated percussion as cars, buses and lorries hit the ramp. Even if calming is deemed to be necessary, there can be no justification for three tables in the space of 70m with a build out within a further 50m. Presumably the build-out would need to be signed with "Give Way" and "Priority" signs, but I don't see where these could go without obstructing the footpath. Also, where they were tried in Langford, there was evidence that drivers were actually speeding up to beat the oncoming traffic.

To my mind, these many negative factors taken together far outweigh any possible benefit. That said, a potential problem will arise with pedestrian traffic from the new estate needing to cross the road to get to and from both the town centre and the Tesco shop; children appearing from between parked vehicles could be a particular problem. Instead of traffic-calming tables, there may therefore be a case for a Pedestrian or Pelican crossing on either side of the roundabout, which would equally serve to slow the traffic.

Appendix D

