
Meeting: Traffic Management Meeting

Date: 20th October 2009

Subject: Park Street, Woburn

Proposed Traffic Calming and 20mph Speed Limit

Report of: Basil Jackson

Summary: To consider objections received as a result of the public consultation on a proposal to construct traffic calming on the C100 road Park Street Woburn and implement a 20mph speed limit.

Contact Officer: Nick Chapman
Nick.chapman@amey.co.uk

Public/Exempt: Public

Wards Affected: Woburn

Function of: Council

Reason for urgency
(if appropriate)

RECOMMENDATIONS:

that the portfolio holder is requested to consider the objections received to the traffic calming and speed limit proposals for Park Street Woburn.

Background and Information.

1. Officers of Bedfordshire County Council were approached in 2008 by the Duke of Bedfordshire to discuss the possibility of implementing a system of traffic calming through Woburn Estate on the C100 Park Street.
2. The road is currently subject to a 30mph speed limit but is rural in nature and unfenced on either side running through open parkland.
3. The key concern raised by the Duke was the number of deer being killed annually on this stretch of carriageway. This is stated by the estate to have been 13 animals in 2008.

4. Bedfordshire Highways accident records indicate no injury accidents in the last three years. Accidents involving 'wild' animals are treated as damage only unless there is some injury to driver or passengers and therefore the records will not reflect the actual level of deer strikes. On this basis there is no reason, on ground of casualty reduction, to undertake any road safety or speed reduction works.
5. Vehicle speed and volume data has been collected over a 7 day period on the stretch of road under consideration and these indicate that 85% of vehicles in both directions were travelling at speeds between 35 and 40mph. The volume of traffic, in both directions, over the same period was around 3800 or around 760 per day.
6. Given the largely rural nature of the road, the absence of frontages and the lack of vehicle numbers the speeds as measured are not unexpected or surprising.
7. Historically where requests have been received for traffic management where there are no road safety criteria to undertake works the Council has been prepared to work with Parish and Town Councils where there is a local willingness to fund works.
8. In this case the Duke of Bedfordshire was prepared to fund both the design and implementation of traffic calming on this road to reduce speeds to a level where deer strikes would be unlikely. The Council was prepared to work with the Duke to discuss this proposal.
9. From the speed measurements and volumes it was decided that a comprehensive system of traffic calming would be needed to gain 20mph compliance. The resulting design for 31 sinusoidal road humps is considered to be appropriate for this.
10. Sinusoidal road humps are designed to utilise a constantly changing circular curve to give a relatively smooth ride at the correct speed but increasing discomfort as speed rises.

ALTERNATIVES CONSIDERED

11. Issues raised by the objections to be considered at the meeting.

CONSULTATION

12. Consultation was carried out by the normal method of erection of site notices, publication of the proposals in the press and direct mailing to the list of statutory consultees.
13. To date 5 written objections have been received and one letter suggesting alternative proposals. Two comments have been received from the police by email.

14. Points raised by the objectors include the following:
- a. The 30 speed limit is sufficient given the nature of the road
 - b. Traffic will be displaced onto other rural roads
 - c. The humps will make it difficult for emergency vehicles
 - d. The humps may cause difficulties for gritters
 - e. There is an environmental cost to displacing traffic
 - f. The added cost of upkeep
 - g. Aesthetics will be affected
 - h. Humps will have a detrimental effect on cars
 - i. Displaced vehicles will adversely affect road safety for walkers on other rural roads.
15. The further letter of comment agrees with the proposals but requests additional measures. These measures are outside the scope of the matter under discussion and cannot therefore form part of this decision.
16. in response to the objections it should be noted that:
- Speeds are currently consistently above the speed limit
 - There may be an element of displacement but this is difficult to determine and given the already low volumes of vehicles is likely to be of fairly minimal impact.
 - No response has been received from the emergency services
 - Traffic calming is negotiable by gritting lorries but may cause some difficulties for snowploughs in the unlikely event that becomes necessary.
 - There may indeed be a small environmental penalty if vehicles divert but this may be offset by other vehicles being driven more slowly
 - The cost of maintenance is likely to be slightly increased as additional road markings will require maintenance but this is minimal.
 - Aesthetics are subjective.
 - Road humps traversed at the correct speed are unlikely to have a significant effect on the condition of vehicles.
 - Road safety on other roads would need to be assessed before any opinion could be offered.
17. The end of the consultation period falls after the production of this report. Therefore, any additional responses received by the 9th October will be reported at the meeting.
18. To restrict the speed to 30mph with a lesser series of road humps would not be an option. This would require a system of upgraded street lighting to be installed. This would not be in keeping with the rural nature of the setting. At 20mph no such system of lighting is required.

Conclusion

19. The scheme as proposed does not provide any immediate improvement in casualty reduction as there are none to reduce. It should however address the issue of deer deaths due to vehicle strike.

20. Any offer of funding for highway works that will offer speed reduction on the highway network should be carefully considered as a net benefit to the network.
21. It is not possible to implement the 20mph order in isolation as the traffic calming is required to enforce the speed limit.
22. The level of consultation responses has been lower than might have been expected and has not included a response from the blue light services, other than police, at the time of writing. The police do not object to the proposal and do not feel it will adversely affect their response times.

CORPORATE IMPLICATIONS

Council Priorities:

Reduction of vehicle speed improves safety and can assist in reducing vehicle emissions

Financial:

This scheme is to be funded by the Woburn Estate.

The full budget for the design and construction of this scheme is £77,500.

Legal:

None as a result of this report.

Risk Management:

None as a result of this report.

Staffing (including Trades Unions):

This report and recommendation does not have any implications under the Human Rights Act 1998.

Equalities/Human Rights:

None as a result of this report

Community Development/Safety:

None as a result of this report

Sustainability:

None as a result of this report

Appendices:

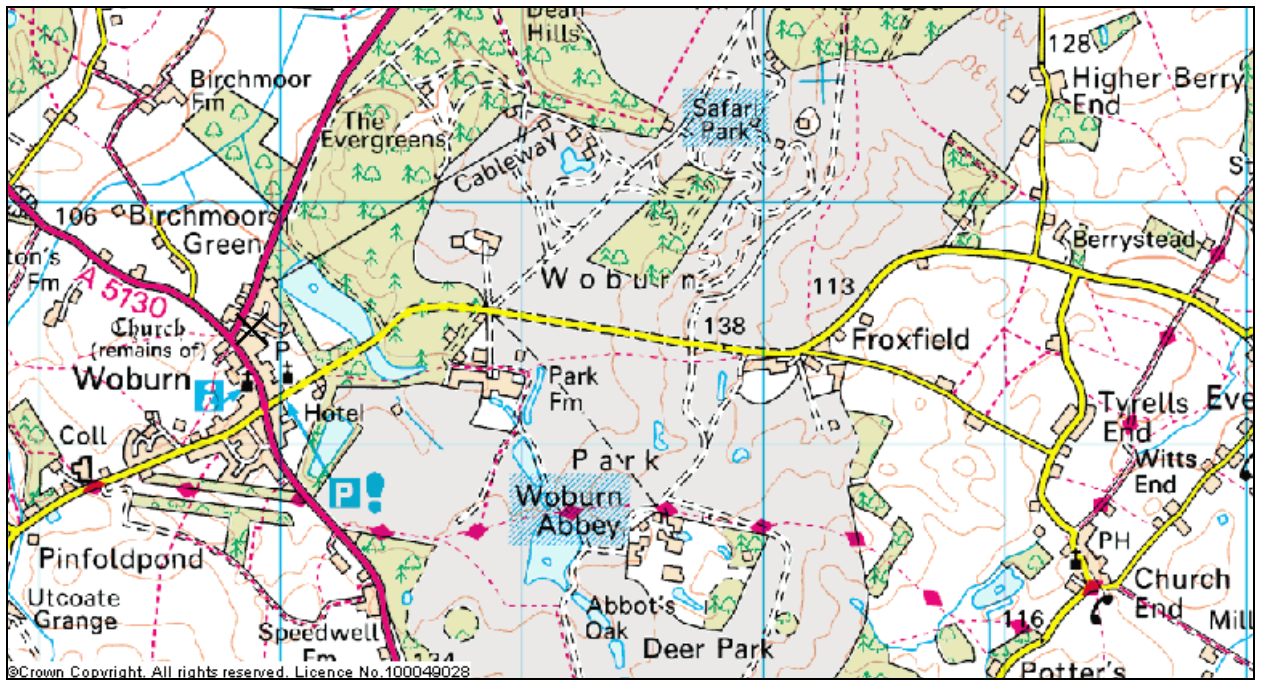
Appendix 1 – Location Plan

Appendix 2 – Correspondence and Consultation

Appendix 3 – Objections

Appendix 4 – Suggestions

Appendix 1 - Location Plan



Appendix 2 – Correspondence and Consultation

CENTRAL BEDFORDSHIRE COUNCIL (20MPH SPEED LIMIT) (PARK STREET C100, WOBURN) ORDER 200*

THE CENTRAL BEDFORDSHIRE COUNCIL in exercise of their powers under Section 84(1) and (2) of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act”) and of all other enabling powers, after consultation with the Chief Officer of Police for the County of Bedfordshire in accordance with paragraph 20 of Part III of Schedule 9 to the Act hereby direct as follows:-

1. Any previous Speed Limit Order made on the length of road specified in the Schedule to this Order is hereby revoked.
2. No person shall drive any motor vehicle at a speed exceeding 20 miles per hour on any of the length of road specified in the schedule to this order.
3. This Order may be cited as “Central Bedfordshire Council (20mph Speed limit) (Park Street C100, Woburn) Order 200*“and shall come into operation on the day of xxxxxx 200*.

GIVEN under the Common Seal of the Central Bedfordshire Council
this xxxx day of xxxx 200*

CENTRAL BEDFORDSHIRE COUNCIL (20MPH SPEED LIMIT) (PARK STREET, C100,
WOBURN) ORDER 200*

SCHEDULE

Length of road in Woburn

That Length of Park Street (C100), Woburn, from Lions Lodge cattle grid in a north easterly direction to Froxfield Gate cattle grid. A total length of approximately 2,060 metres.

THE STATEMENT OF REASONS FOR THE MAKING OF A ORDER TO INTRODUCE A 20MPH SPEED LIMIT ON PARK STREET (C100), WOBURN.

INTRODUCTION

Central Bedfordshire Council proposes to introduce a 20mph speed limit on Park Street (C100), Woburn.

LENGTHS OF ROADS CONCERNED

To introduce a 20mph speed limit on the following length of road

That length of Park Street Woburn, from Lions Lodge cattle grid in a north easterly direction to Froxfield Gate cattle grid. A total length of approximately 2,060 metres.

The proposal is shown on plan BH/305228/DR/1200/003

SUPPORTING DATA

The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph speed limit is specifically aimed at reducing vehicle speeds along Park Street (C100), Woburn (the deer park) where vehicle speeds have been identified by Woburn Estate as an issue.

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A 20MPH SPEED LIMIT ON PARK STREET, WOBURN

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 20mph speed limit is specifically aimed at reducing vehicle speeds along Park Street (C100), Woburn (the deer park) where vehicle speeds have been identified by Woburn Estate as an issue.

Therefore, Central Bedfordshire Council propose to make a Traffic Regulation Order as follows:

Effect of the Order:

To introduce a 20mph speed limit on the following length of road:

That length of Park Street (C100), Woburn which extends from the Lions Lodge cattle grid in a north easterly direction for a distance of approx 2,060 metres to the Froxfield Gate cattle grid..

Order to be revoked: If implemented any previous speed limit order on the above length of road will be revoked.

Further Details: of the proposed Order, a plan and a statement of reasons for proposing to make the Order may be examined during normal office hours at Central Bedfordshire Council, Priory House, Monks Walk, Chicksands and Customer Service Centre, The Old Court House, Woburn Street, Ampthill. 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. Telephone 0845 3656057 for further advice on this proposal.

Objections: should be sent in writing to the Orders & Commons Registration Officer, Countryside Access Service, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 9th October 2009.

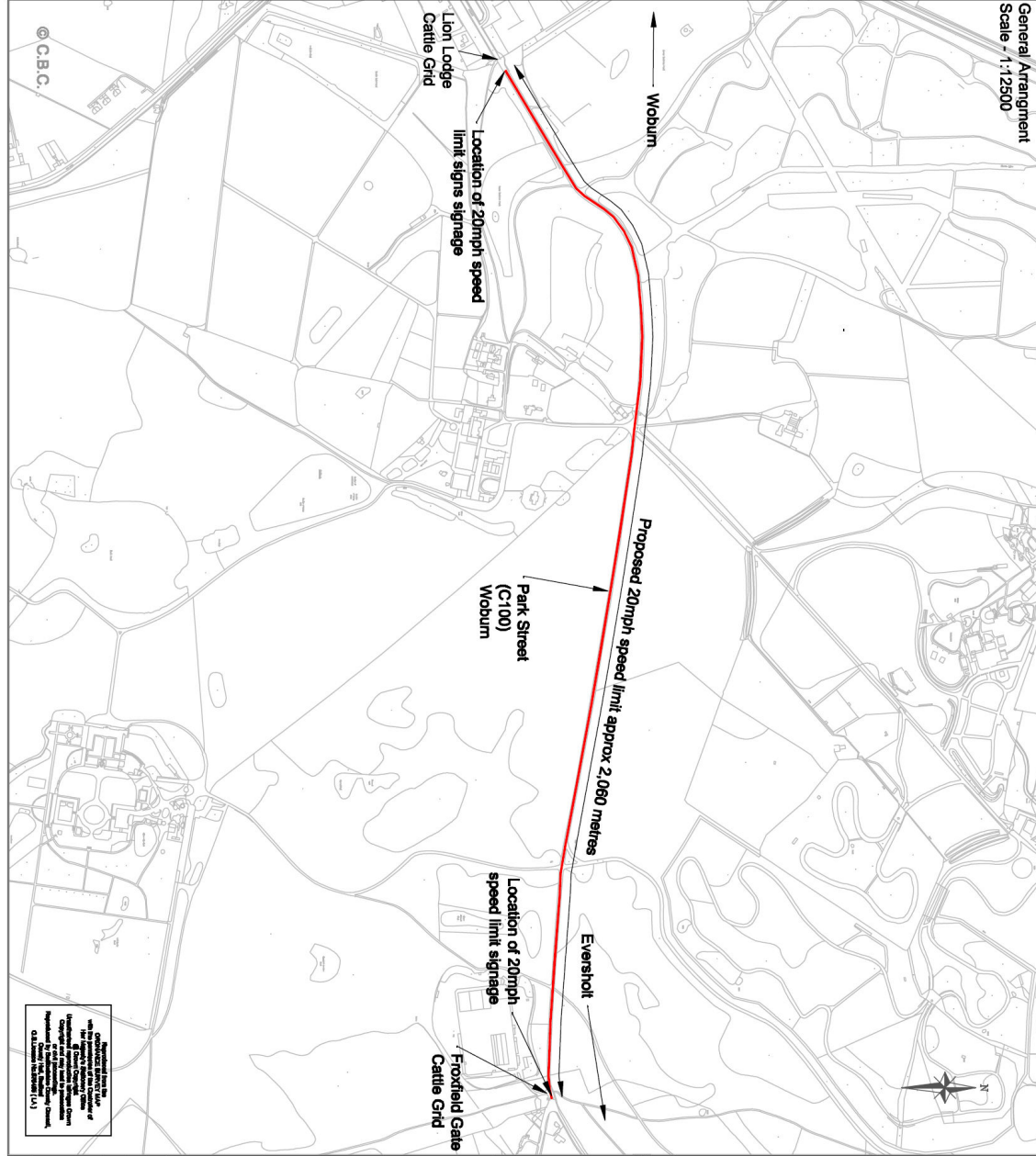
Order Title: if made will be "Central Bedfordshire Council (20mph Speed Limit) (Park Street (C100), Woburn) Order 200*"

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

10th September 2009

General Arrangement
Scale - 1:12500



Attention: This map was prepared for the purpose of the Contract of Professional Services. It is not to be used for any other purpose without the prior written consent of the Contractor. The Contractor is not responsible for any errors or omissions in this map.

As Shown: 1:12500

Notes:
 Proposed 20mph speed limit

Revision	By	Date	Description	Checked	Approved

Managing Agent Contractor:




Project Title:
**PARK STREET
 WOBURN
 ROUTE C100**

Drawing Title:
**PROPOSED 20MPH
 SPEED LIMIT**

Design By:	CA	Date:	20/08/2009
Drawn By:	CA	Date:	20/08/2009
Checked By:	AC	Date:	27/08/2009
Approved By:	NOL	Date:	27/08/2009
Drawing Number:	BH305228/DR/1200/003		
Dwg Scale:	1:12500	Dwg Status:	INFO

PUBLIC NOTICE

HIGHWAYS ACT 1980

PROPOSED ROAD HUMPS - PARK STREET (C100), WOBURN

Central Bedfordshire Council propose to construct 31 Road Humps under Section 90 A-I of the Highways Act 1980 and all other enabling powers in connection with a road safety engineering scheme at Park Street (C100), Woburn (the deer park).

The proposed features are designed to reduce vehicle speeds and to improve road safety along Park Street (C100), Woburn (Woburn estate deer park) for deer and other Woburn wildlife, where vehicle speeds have been identified by Woburn Estate as an issue.

The introduction of these measures will improve road safety and reduce the risk and severity of incidents towards deer.

The type of feature:

Sinusoidal Road Humps are 75mm high across the full width of the road between verges, with maximum overall length of 3.7m and ramp gradient of approximately 1:12

The features are to be sited at the following locations:

The length of Park Street C100, Woburn for approximately every 60 metres, between Lions Lodge to Froxfield Gate. A total length of approximately 1,960 metres.

Further Details: of the proposals and plan BH/305228/DR/1200/004 may be examined during normal office hours at Central Bedfordshire Council, Priory House, Monks Walk, Chicksands and Customer Service Centre, The Old Court House, Woburn Street, Ampthill. Telephone 0845 365 6057 for further advice on this proposal.

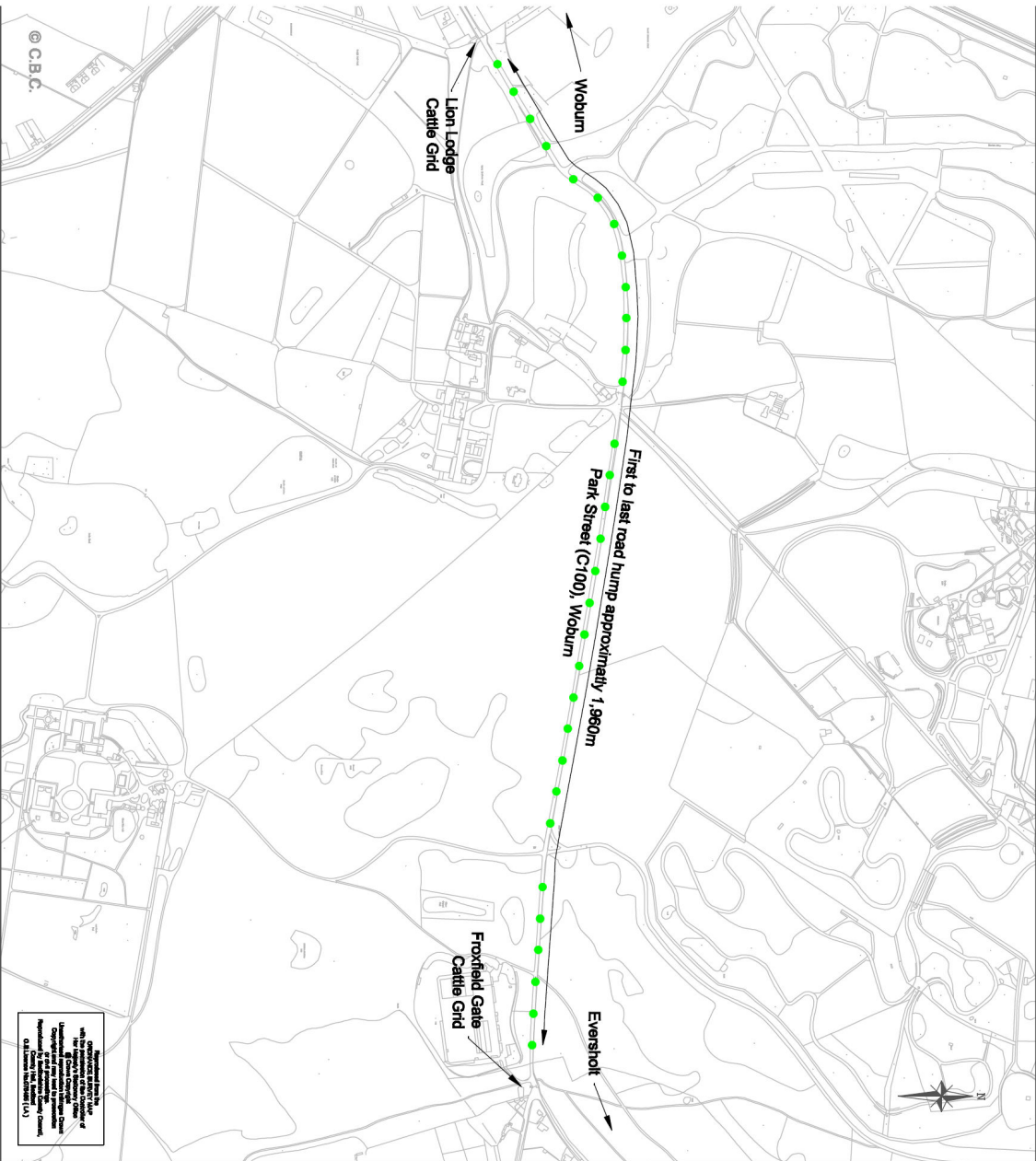
Objections: should be sent in writing to the Orders and Commons Registration Officer, Countryside Access Service, Central Bedfordshire Council, PO Box 1395, Bedford MK42 5AN, stating the grounds on which they are made by 9th October 2009.

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

10th September 2009

DO NOT SCALE



Information from the Highways Act 1980 (Section 107) and the Traffic Signs Regulations and General Directions 2002 (TSRD) states that the use of traffic signs to regulate traffic is the responsibility of the local authority. The use of traffic signs to regulate traffic is the responsibility of the local authority. The use of traffic signs to regulate traffic is the responsibility of the local authority.

A3 Roadwork - 10m x 10m

Notes:

 Road Hump

Proposed 31 road humps for approximately 1,960 metres. Humps to be spaced approximately 60 metres apart.

Revision	By	Date	Description	Checked	Approved



Managing Agent Contractor:



Project Title:
**PARK STREET
 WOBURN
 ROUTE C100**

Drawing Title:
**TRAFFIC REGULATION ORDER
 ROAD HUMPS**

Drawn By:	CA	Date:	20/08/2009
Checked By:	AC	Date:	27/08/2009
Approved By:	NCL	Date:	27/08/2009
Drawing Number:	BH/305228/DR/1200/004		
Drawn By:	1:12500	Drawn Title:	INFO

~~Ref: Road Humps - Park Street (C100) Woburn~~

Dear Sir,

I object to the proposed Road Humps - Park Street (C100) Woburn and 20 miles an hour speed limit on two grounds.

1. The C100 currently has a 30 mile an hour speed limit and three cattle grids which are sufficient to slow the traffic to a safe speed applicable for the road's environment, traffic volume and size. The road is straight with a good view of potential obstructions, such as deer, there is no need for further restrictions.

2. With the proposed restrictions in place, I believe that vehicles would try alternative routes from Woburn such as though Milton Bryan then into Eversholt, a route comprising of even smaller country roads, when compared to the C100, which are not suitable for vans or larger vehicles and would be a danger for such a volume of traffic; or though Ridgmont, which has just had a bypass to negate the its traffic problems, though to Eversholt, again causing dangerous traffic conditions though single lane roads such as Berry End.

I trust that you agree with these objections and look forward to your response.

Dear Sir,

I wish to object to the proposed road humps being installed on Folk Street, Woburn, also known as the C100 and the reduction in the speed limit.

This is straight road with, apart from one small incline, excellent visibility. The road has three cattle grids which indicate livestock is roaming and I feel that a 30mph limit, which is clearly signposted is relevant to the road.

I am concerned that if over thirty speed humps are installed, drivers will find alternative routes. These will take them through Milton Bryan and Ridgmont. Both these routes will increase the traffic through Evesholt. I walk my two children to and from school. There is no pavement and the traffic does not generally

I object to the proposal to put speed humps through Woburn Deer park on the C100 from Lion Lodge to Froxfield Gate for the following reasons:-

- The difficulty emergency vehicles will have to reach Eversholt
- The difficulty of effective gritting of the C100 in winter
- The environmental consequences on single track village roads by increased traffic avoiding the speed humps. This rerouting of traffic may be an objective of Bedford Estates but does not help the pedestrian safety, air pollution and noise on our narrow village roads.
- The cost of lighting and upkeep from public funds via the Council
- The aesthetics of chevron markings etc. through an area of outstanding natural beauty
- I live in Hills End Eversholt and we already suffer from cars and lorries using our road as a cut through, and this will get much worse
- I work locally and use the C100 regularly - the effect on my car if speed humps are introduced will be costly.

Surely rumble strips and speed cameras would achieve the same objective and raise some income for the Council?

Please let me know when and where the Traffic Management decision meeting chaired by David McVicar is to be held.

Thank you for your help in this matter.

I am writing to formerly object to the proposal to the installation of numerous speed humps through Woburn Park as this excessive number will make driving impossible endanger the access of emergency vehicles and therefore endanger our lives in the village of Eversholt and mean a detour to get to Woburn.

Bedfordshire Rights of Way Association

Affiliated to the Open Spaces Society

Your Ref:

Mr Chris Heard, Orders & Commons Registration Officer
Countryside Access Service
Central Bedfordshire Council
PO Box 1395
BEDFORD
MK42 5AN

5, Tyrells End,
Eversholt,
Bedfordshire
MK17 9DS

Tel: (01525) 280547

24 September, 2009

Dear Mr Heard,

Proposed 20 mph limit and 31 speed bumps on the C100 across Woburn Dear Park

This Association objects to the installation of 31 speed bumps because it will see an increase in traffic using Berry End Road between Eversholt and Ridgmont. This will increase the likelihood of a traffic accident between motor vehicles and walkers travelling between Eversholt Footpath Nos 12, 16 and 17 along what is a narrow and winding section of road on which cars are all too often driven at too fast a speed.

Please let us have a copy of the Committee report when it has been produced.

Appendix 4 – Suggestions

Dear Mr. Jackson

**Proposed Traffic Regulation Order – Road Humps Park Street Woburn
BH/305228/DR/1200/004**

May I start by saying that we are not writing to object to these proposals to impose a 20 mph speed limit and put in road humps through the Park. We are in favour - please see my exchange of correspondence with The Duke (then Lord Howland), in 2000.

We are however writing to ask you to consider also putting 'road humps' from the village centre along Park Street to the Lions Gate and refurbishing the footpaths, as part of this proposal to enhance the safety of the residents of Park Street and the many members of the public who walk to and from the Park from the Public Car Park, opposite our cul de sac.

We put a request to Mid Beds District Council in 2007, to reduce or remove the car parking facility on Park Street, between the exit from our cul de sac (Nos. 5 & 6) and the crossroads in the village centre, because of the danger to us when exiting, when cars are parked within 7 yards, leaving us completely unsighted.

I enclose a copy of the exchange of correspondence (including a letter from our neighbours Dr. & Mrs Milward) and a file note I made of our meeting with Debbie Poynton of Bedfordshire C.C. Highways in July 2007.

The essence of Beds C.C. Highways decision to not reduce or remove the car parking was the cost of changing a Traffic Regulation Order / Bye Law. And also that the car parking constituted a traffic calming device. The road humps would provide this and there is ample parking in the public car park

Yet what is now being proposed is a much more costly scheme to protect the deer and the wildlife in the Park and further reduce the death toll, which is averaging 11 – 13 a year. When I wrote to Lord Howland nearer 30 a year were being killed .

May we ask you to consider our request, in the light of the foregoing ?

We are copying this letter to our local Councillor 'Budge' Wells.

Dear Lord Howland,

FILE NO. _____

With the recent surge in the number of deer being killed on the stretch of road beyond Lion Gate I am writing to offer some observations to reduce the numbers.

My wife and I regularly walk our dog down Park Street and beyond and see large numbers of cars speeding down Park Street, over the cattle grid (in spite of the sign) - some even overtake at great speed on the stretch of road opposite the church. It is probably the first straight bit of road for some motorists if they have been stuck behind slow vehicles coming from the Leighton Buzzard or Woburn Sands direction!

There are no 30 MPH signs on the left hand side of the road coming from Market Place to remind people that it is still restricted. There is a sign on the right hand side of the road outside the Vicarage but it is obscured by a tree when approaching from Market Place. The sign is also covered in mould and is almost totally non reflective. This is also true of the first 30 MPH sign on the left hand side of the road about 80 yards from Lion Gate, which is totally ineffective.

Your 'Kill your speed not the Deer' sign is just 25 yards from Lion Gate which people speeding at 40 mph plus are past before seeing its message - unlike the next sign beyond the next gate there is no sensor for a light to come on to illuminate the sign.

We moved here only two years ago and appreciate that this problem is not new.

I mentioned these comments to your brother Robin the other evening when eating in Market Place who felt they might be useful to pass on to you.

Thank you for supplying details of the proposed 20 mph speed limit on the C100 through Woburn Park, supported by traffic calming.

An examination of the collision history over the last five years has not identified any *recordable* collisions, however I am aware that a number of deer have received fatal injuries, the figures being displayed on entry to the park.

The current 30 mph speed restriction would appear to be appropriate for the type of road, but would benefit from a form of traffic calming to cause compliance as presently a weekly average of 22% are travelling at 35 mph or above, this however does not appear to be an option with the absence of a system of street lighting.

The installing of a 20 mph speed restriction with the proposed supporting traffic calming would not have a significant effect on Police response times to incidents, although consideration has to be given to the potential increase in demands for speed enforcement, road safety measures and other demands that may be made from neighbouring communities, resulting from motorists choosing to use an alternative route avoiding the lower speed limit and calming measures.

Road traffic data obtained in March 2006 indicates that around 3000 motor vehicles per day travel on the C100, through Woburn Park, with peak traffic volumes at 08:00 hours and 17:00 hours, weekdays. The commuting motorist travelling to or from the Milton Keynes and A5 area, faced with travelling at a slower speed over 31 traffic calming humps, using more fuel twice a day may elect to avoid the road and choose to travel through Eversholt or Ridgmont.

Both of these communities have recently requested road safety attention, with particular concerns expressed for parents and children walking to and from schools.

Regards,

Not being aware of the reason for the proposal, or why the proposal has been identified as the most suitable, there would not be an objection from this authority to the 20 mph speed limit supported by road humps to cause compliance of the restriction. It would be requested that a provision is made for the traffic to monitored in the villages of Eversholt and Ridgmont and should there be a significant increase that generates evidenced complaints, appropriate road safety measures be implemented.

Regards,