
Meeting: Traffic Management Meeting
Date: 16th February 2010
Subject: C100 Ampthill Road, Maulden
(Between Ampthill and Maulden) and
Ailesbury Road, Ampthill.

Report of: Basil Jackson, Assistant Director Highways & Transportation

Summary: To report to the Portfolio Holder for Safer and Stronger Communities the results of a consultation on a proposal Traffic Regulation Order to raise the existing 30mph speed limit to 40mph along Ailesbury Road, Ampthill and the C100 Maulden Road, Ampthill and Ampthill Road, Maulden and to seek approval for implementation of this scheme.

Contact Officer: Caroline Almond
caroline.almond@amey.co.uk

Public/Exempt: Public

Wards Affected: Maulden and Ampthill

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

The construction of this scheme will cost approximately £7,000

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

None as part of this report

Sustainability:

None as part of this report

RECOMMENDATION(S):

The proposal to introduce a 40mph speed limit along Ailesbury Road, Ampthill and the C100 Maulden Road, Ampthill and Ampthill Road, Maulden is implemented as set out in this report.

Background

1. Bedfordshire Highways have undertaken a speed limit review for the highway authority as required by Central Government. This was required to ensure that the speed limits and their extents were appropriate on all A class and B class roads. This has now been completed.
2. In addition as a result of outstanding requests from Parish Councils and others a number of village speed limits were reviewed. This included Maulden where issues have been raised in the past regarding consistent speeding on a length of existing 30mph road on the approach to the village from Ampthill by the Parish Council and residents.

This road is currently subject to a speed limit of 30mph throughout its length from Ampthill to Maulden. This is considered inappropriate by the Parish Council and the Police.

Maulden was assessed under the Department for Transport guidelines in applying the appropriate speed limit for the nature and environment of road including assessment of speed and volume data and accident history. Traffic speed and volume measurements were taken for a 7 day period.

The 85th percentile speeds in both directions were measured at 44mph and 47mph over the period.

Taking the above into account it was felt that a speed limit of 40mph would be more appropriate for this stretch of road between the two communities allowing a definite step change in speed down to 30mph to be shown at the entrance to each community.

3. The Parish Council had purchased white village gates to highlight the change of environment when entering Maulden from Ampthill. These would be erected at the entrance to the village but their effectiveness will be increased if supported by the proposed change in speed limit.

4. The proposed 40mph speed limit is deemed appropriate following the assessments undertaken. The roundabout on the junction with Ailsebury Road will have the effect of slowing traffic prior to entering the 30mph speed limit at Ampthill.
5. Meetings were organised between Highways and the Bedfordshire Traffic Management Police and Maulden Parish Council Highways representative, who were all satisfied that the speed limit should be implemented as advertised.
Traffic Management Police suggested that a 40mph speed limit would also be more appropriate for enforcement purposes on this rural road.
6. The proposal for a 40mph speed limit was advertised for 4 weeks, from the 3rd of December to the 3rd of January. Details of the proposed Order, a plan and a statement of reasons for proposing to make the Order were shown on the Public Notice for all to examine at the Customer Service Centre, Ampthill and at Ampthill Library. Public notices were also put up on site and consultation letters sent to all stakeholders.
7. As a result of this consultation, 1 objection letter was received to the proposals.

The summary of the received objection letter and response are as follows:

The objection:

1. 'Narrow Footway on Gas House Lane to Ailsebury Road with no verge to protect walkers'.
2. 'The increase of speed will increase the likelihood of fatal injury if a child was to get into the road or a car was to mount the pavement'.
3. 'It will encourage drivers to increase their speed on approach to the roundabout junction'.
4. 'The field next to Gas House Lane is likely to be developed'.
5. Ampthill 20mph speed limit - 'Why should the residents and visitors to the Woodlands estate have to endure a speed limit of twice that figure at the top of Ailsebury Road?'
6. Timing of notification period – 'People are very busy organising Christmas activities you make it highly unlikely that locals will notice the signs until it's too late'.

Response:

The volume of pedestrians and cyclists crossing at the Ailsebury Road roundabout and walking from Ampthill to Maulden are far less in Volume to the 20mph section mentioned in point 5, there is also 1 fatal and 1 serious recorded within the last 3 years of the assessment and along with the speed data taken (see Appendix B), it was concluded that a 40mph speed limit was the appropriate speed limit for the lengths of roads in question.

The roundabout junction with Ailsebury Road (as pointed out in the objection letter) slows motorists on the approach to Ailsebury Road and Ampthill. The roundabout will reflect the speed at which motorists will travel regardless of speed signage on approach to the junction.

There is no current distinction between the very rural length of Ampthill Road (between Maulden and Ampthill) and the residential areas on entering Maulden and Ampthill. The proposed locations for then 30mph signage on entering these areas will give more impact to motorists entering a very different environment with increased risk of pedestrian activity.

In a potential development on the field next to Gas House Lane, there would be a full safety audit to assess the dimensions of the road and Bell mouth entering the development, dependant on Highways Safety regulations. No such development has been confirmed so the road has been assessed under the speed limit review as it stands currently.

The public consultation period was advertised for 4 weeks (there is a minimum of 3 weeks) from 3rd December 2009 to the 3rd of January 2010. All statutory consulted were consulted.

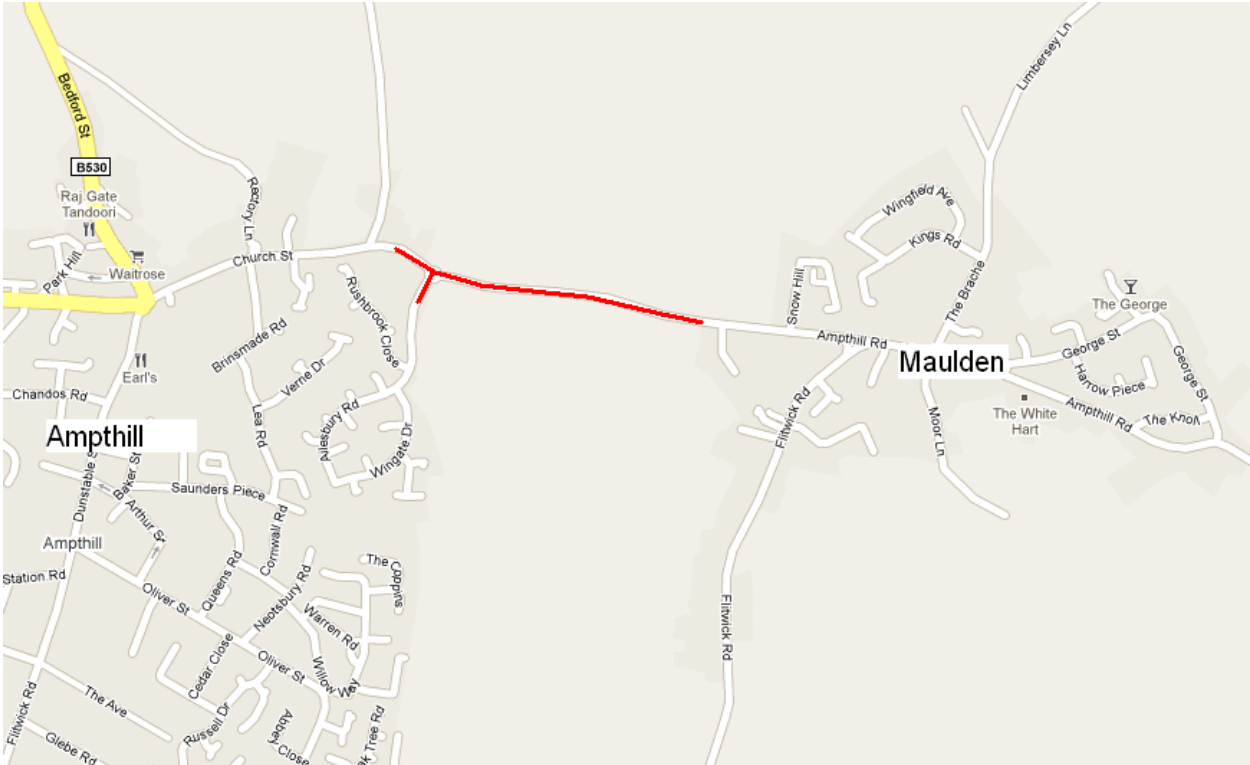
Appendices:

Appendix A: Location Plan

Appendix B: (Ampthill Road - Speed and volume Data)

Appendix C: (Public Notice, Consultation and Correspondence)

Appendix A
Location Plan



Appendix B

Amphill Road, Maulden - Speed and Volume Data:

Volume of traffic – Westbound (C100 Amphill Road – Maulden to Amphill).

Job No	5598								
Client	Amey								
Road	Amphill Road								
Location	0								
Site No.	MAU7								
Start Date	10-Mar-08								
Description	Volume Summary								
Direction	Westbound								

Average Weekday	2,336
7 Day Average	2,167

Time	Day of Week							Ave W'day	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	16-Mar		
AM Peak	274	286	269	264	260	202	135		
PM Peak	171	192	195	216	205	183	162		
00:00	2	1	0	8	6	22	28	3	10
01:00	2	1	1	3	2	17	15	2	6
02:00	4	2	1	1	0	6	5	2	3
03:00	3	0	2	0	1	2	2	1	1
04:00	4	3	3	8	3	1	2	4	3
05:00	23	29	21	20	25	18	5	24	20
06:00	47	44	52	51	42	25	14	47	39
07:00	154	161	153	173	169	43	14	162	124
08:00	274	286	269	264	260	112	43	271	215
09:00	148	171	141	176	165	159	107	160	152
10:00	124	120	129	121	125	179	117	124	131
11:00	123	128	112	135	113	202	135	122	135
12:00	146	137	145	132	135	183	162	139	149
13:00	119	128	115	128	148	174	117	128	133
14:00	153	128	158	165	143	151	117	149	145
15:00	171	171	180	176	202	115	106	180	160
16:00	144	180	195	183	192	101	102	179	157
17:00	158	181	185	216	205	156	83	189	169
18:00	147	192	175	194	165	121	78	175	153
19:00	97	105	137	123	127	112	54	118	108
20:00	40	57	62	67	83	67	48	62	61
21:00	46	27	48	50	51	44	23	44	41
22:00	19	27	32	41	49	47	20	34	34
23:00	10	13	12	15	43	25	5	19	18
Total	2158	2292	2328	2450	2454	2082	1402	2336	2167

7-19	1861	1983	1957	2063	2022	1696	1181	1977	1823
6-22	2091	2216	2256	2354	2325	1944	1320	2248	2072
6-24	2120	2256	2300	2410	2417	2016	1345	2301	2123
0-24	2158	2292	2328	2450	2454	2082	1402	2336	2167

Volume of traffic – Eastbound (C100 Ampthill Road – Ampthill to Maulden).

Job No	5598								
Client	Amey								
Road	Ampthill Road								
Location	0								
Site No.	MAU7								
Start Date	10-Mar-08								
Description	Volume Summary								
Direction	Eastbound								

Average Weekday	2,401
7 Day Average	2,248

Time	Day of Week							Ave W'day	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	16-Mar		
AM Peak	184	166	186	181	162	190	126		
PM Peak	216	244	248	258	240	212	158		
00:00	3	5	8	5	9	43	33	6	15
01:00	4	2	3	4	1	26	19	3	8
02:00	0	0	2	2	3	7	18	1	5
03:00	0	1	0	1	2	1	6	1	2
04:00	9	5	5	4	3	3	5	5	5
05:00	15	21	13	14	16	5	4	16	13
06:00	54	53	62	58	56	25	7	57	45
07:00	153	158	167	152	136	26	21	153	116
08:00	184	166	186	181	162	86	30	176	142
09:00	110	141	140	115	136	129	79	128	121
10:00	118	119	114	122	107	182	99	116	123
11:00	122	142	109	119	154	190	126	129	137
12:00	120	131	152	176	196	212	146	155	162
13:00	142	131	125	133	157	165	158	138	144
14:00	150	146	147	151	156	135	134	150	146
15:00	191	200	189	205	232	172	155	203	192
16:00	216	244	230	229	240	145	145	232	207
17:00	212	233	248	258	233	173	98	237	208
18:00	146	175	162	184	187	129	77	171	151
19:00	98	108	119	127	123	122	68	115	109
20:00	47	70	76	88	89	73	47	74	70
21:00	58	61	60	61	60	55	29	60	55
22:00	34	36	55	51	76	46	24	50	46
23:00	17	18	16	27	49	42	10	25	26
Total	2203	2366	2388	2467	2583	2192	1538	2401	2248

7-19	1864	1986	1969	2025	2096	1744	1268	1988	1850
6-22	2121	2278	2286	2359	2424	2019	1419	2294	2129
6-24	2172	2332	2357	2437	2549	2107	1453	2369	2201
0-24	2203	2366	2388	2467	2583	2192	1538	2401	2248

**Speed of traffic - Westbound (C100 Ampthill Road – Maulden to Ampthill).
7 day Average**

Road	Ampthill Road	0-20	0.6%	Speed	
Location	0	20-30	9.1%	Ave	85%ile
Site No.	MAU7	30-40	56.8%	37.8	44.0
Start Date	10-Mar-08	40-50	29.8%		
Day	7 Day Ave.	50-60	3.4%		
Direction	Westbound	60-70	0.2%		
Description	Speed Summary	70-80	0.0%		
		80+	0.0%		

	Vehicle Speed Bins (mph)								Speed	
	0-20	20-30	30-40	40-50	50-60	60-70	70-80	80+	Ave	85%ile
00:00	0	0	5	3	1	0	0	0	37.9	49.8
01:00	0	0	3	2	1	0	0	0	40.6	51.0
02:00	0	0	1	1	1	0	0	0	43.8	
03:00	0	0	1	1	0	0	0	0	38.5	
04:00	0	0	1	1	0	0	0	0	39.9	
05:00	0	0	8	11	2	0	0	0	42.3	47.0
06:00	0	3	21	12	3	0	0	0	39.1	46.2
07:00	0	11	66	42	5	0	0	0	38.3	44.3
08:00	2	26	135	48	4	0	0	0	36.6	42.8
09:00	2	14	92	40	3	0	0	0	36.9	43.2
10:00	1	14	78	35	3	0	0	0	36.8	42.7
11:00	0	13	79	38	5	0	0	0	37.6	43.7
12:00	1	14	87	43	3	0	0	0	37.3	43.7
13:00	1	12	75	39	5	0	0	0	37.5	43.5
14:00	2	11	88	41	3	0	0	0	37.2	43.3
15:00	0	16	95	44	5	0	0	0	37.3	43.0
16:00	0	15	85	52	6	0	0	0	38.0	44.5
17:00	0	14	92	54	7	0	0	0	38.4	44.4
18:00	0	14	87	48	5	0	0	0	38.1	44.1
19:00	0	9	58	35	6	1	0	0	38.7	45.1
20:00	0	4	32	22	3	0	0	0	38.9	45.8
21:00	0	3	21	14	3	1	0	0	39.6	46.1
22:00	0	4	15	14	1	0	0	0	39.1	45.8
23:00	0	1	8	6	1	0	0	0	40.1	47.6
Total	12	198	1231	647	74	4	0	0	37.8	44.0

Speed of traffic – Eastbound (C100 Ampthill Road – Ampthill to Maulden).

Road	Ampthill Road	0-20	0.2%	Speed	
Location	0	20-30	4.3%	Ave	85%ile
Site No.	MAU7	30-40	48.4%	40.3	47.1
Start Date	10-Mar-08	40-50	37.8%		
Day	7 Day Ave.	50-60	8.4%		
Direction	Eastbound	60-70	0.8%		
Description	Speed Summary	70-80	0.1%		
		80+	0.0%		

	Vehicle Speed Bins (mph)								Speed	
	0-20	20-30	30-40	40-50	50-60	60-70	70-80	80+	Ave	85%ile
00:00	0	1	5	6	2	0	0	0	41.2	50.6
01:00	0	0	1	4	2	0	0	0	45.7	51.7
02:00	0	0	0	1	0	0	0	0	47.3	49.9
03:00	0	0	0	0	1	0	0	0	45.4	
04:00	0	0	1	3	0	0	0	0	44.3	
05:00	0	0	5	6	2	0	0	0	42.3	49.7
06:00	0	2	15	24	9	1	0	0	44.4	51.3
07:00	0	4	51	57	14	1	0	0	41.0	48.2
08:00	0	5	83	57	10	1	0	0	39.6	46.1
09:00	0	5	65	50	9	1	0	0	40.0	46.8
10:00	1	7	64	46	11	1	0	0	39.7	46.7
11:00	0	7	76	47	12	0	0	0	39.4	46.6
12:00	1	9	83	68	12	1	0	0	39.8	46.5
13:00	0	5	65	61	11	1	0	0	40.5	47.1
14:00	1	8	71	54	11	2	0	0	40.0	47.3
15:00	0	10	110	64	14	1	0	0	39.2	45.3
16:00	1	12	118	71	14	2	0	0	39.6	46.4
17:00	0	8	120	82	17	1	0	0	39.8	46.3
18:00	0	7	83	61	15	2	0	0	40.8	47.8
19:00	0	5	54	47	12	1	0	0	40.9	47.8
20:00	0	3	32	34	10	1	0	0	41.8	49.0
21:00	0	1	25	28	4	1	0	0	41.7	48.3
22:00	0	1	21	24	6	1	0	0	42.4	48.8
23:00	0	1	14	13	3	1	0	0	43.1	50.2
Total	5	102	1161	908	201	20	3	0	40.3	47.1



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE 40MPH SPEED LIMITS ON AILESBUURY ROAD, AMPHILL AND THE C100 BETWEEN AMPHILL AND MAULDEN.

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 40mph speed limits on Ailesbury Road, Ampthill and the C100 Maulden Road, Ampthill and Ampthill Road, Maulden are considered to be an appropriate speed limit for the type of road and environment.

Therefore, Central Bedfordshire Council proposes to make a Speed Limit Order as follows:

Effect of the Order:

To introduce 40mph speed limits on the following lengths of road:

That length of Ailesbury Road, Ampthill which extends from the roundabout junction with the C100 Maulden Road, Ampthill and Ampthill Road Maulden in a southerly direction for approx 40 metres.

That length of the C100 Maulden Road, Ampthill and Ampthill Road Maulden, which extends from a point approx 35 metres west of it's junction with The Pathway, Maulden westerly for approx 680 metres to a point approx 60 metres east of its junction with Gas House Lane, Ampthill.

Orders to be revoked: If implemented the previous speed limits on the above lengths 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 the Customer Service Centre, The Old Court House, Woburn Street, Ampthill and normal opening hours at Ampthill Library, 1 Dunstable 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 Caroline Almond on 0845 3656057 for further advice on these proposals.

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 3rd January 2010.

Order Title: if made will be "Central Bedfordshire Council (40mph Speed Limit) (C100 Maulden Road, Ampthill & Ampthill Road, Maulden and Ailesbury Road, Ampthill) Order 200**"

PO Box 1395
Bedford MK42 5AN

Basil Jackson
Assistant Director for Highways

3rd December 2009

Consultation Letter

Proposed 40mph Speed Limit – Ampthill Road, Maulden.

Dear as attached

The Central Bedfordshire Council proposes to introduce a 40mph speed limit on the following length of road in Maulden.

Length of Roads Concerned:

1. That length of the C100 Ampthill Road Maulden, which extends from a point approximately 35 metres west of it's junction with The Pathway, Maulden, to a point approximately 60 metres east of it's junction with Gas House Lane. A total distance of approximately 680 metres.
2. That length of Ailesbury Road from it's junction with the C100 Ampthill Road Maulden, in a southerly direction for approximately 40 metres.

Details are shown on the enclosed drawing ref. BH/300070/DR/1200/011/009

Supporting Data

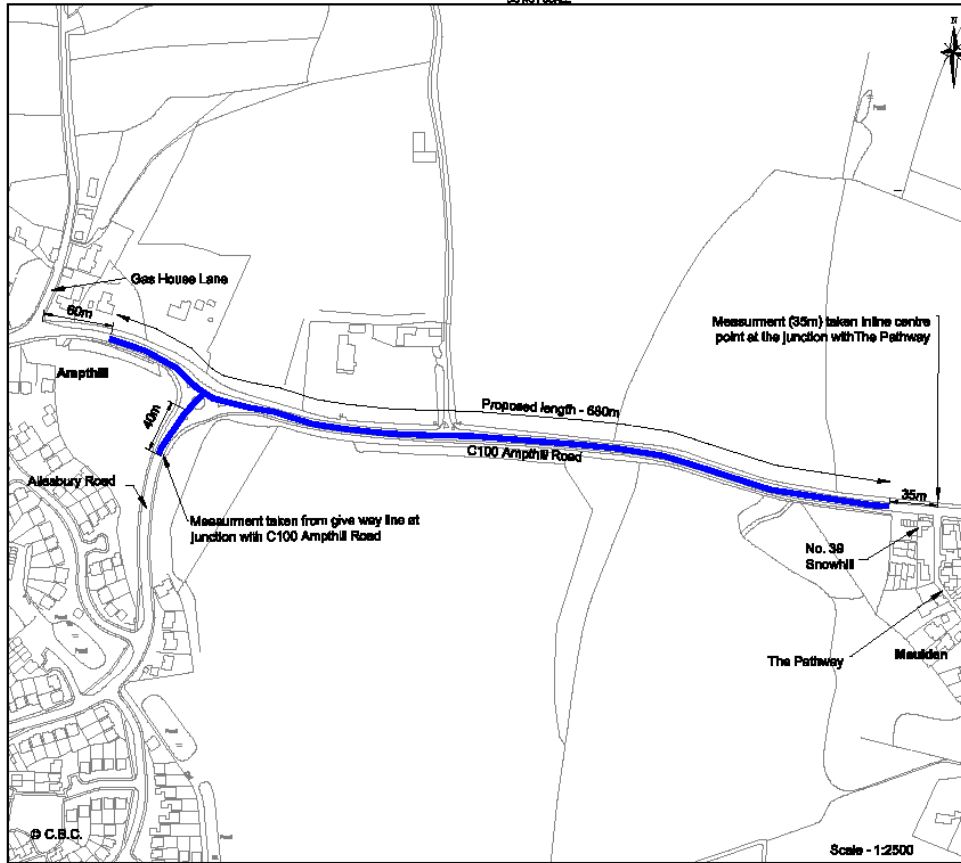
The proposed Order is considered necessary on the grounds of promoting road safety. The proposed 40mph speed limit on the C100 Ampthill Road and Ailesbury Road is considered to be an appropriate speed limit for the type of road and environment.

As part of these works, a gateway feature will be provided on entering Maulden, where a visible change of environment is present to reflect the need for a change in speed limit.

The Council is publishing the Notice of Intention to make an Order at the same time as carrying out preliminary consultations. This is permitted by Regulation 7 of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. I should accordingly be grateful if you would let me know by the 3rd January 2010, the closing date for the receipt of objections, whether you have any observations to make.

DO NOT SCALE

All numbers 1:100 = 1:1000



Note:
 Proposed 40mph speed limit

All other speed limits are to stay as existing

Revision	No	Date	Description	Checked	Approved



Project Title:
SPEED LIMIT REVIEW

Drawing Title:
**40MPH SPEED LIMIT
 AMPHILL ROAD
 MAULDEN**

Design No:	CA	Date:	19/06/2009
Drawn By:	CA	Date:	19/06/2009
Checked By:	DP	Date:	30/11/09
Approved By:	NC	Date:	30/11/09

Drawing Number:	BH/000070/DR/12000/11/009	Revision:	-
Map Scale:	AS SHOWN	Map Status:	INFO

Scale - 1:2500

© Central Bedfordshire Council 2009. All rights reserved. This drawing is the property of Central Bedfordshire Council and is not to be used for any other purpose without the written permission of the Council. Drawing No: BH/000070/DR/12000/11/009

To Bedfordshire Highways / from Central Bedfordshire Council
23/12/2009

I have an objection letter from Mr & Mrs Hemmings, 3 Manton Close, Ampthill, which I will forward to you.

They mention that it appears that Ampthill Town Council have not been notified of the proposal. However, I did forward the details by e-mail on 16/12/09, as a member of the public was going to raise the issue at a Town Council meeting that night

Dear Engineer,

Can you please response to residents following enquiries?

1. What are your signage proposals please? Will there be a speed gate?
2. What were the reasons for extending the proposed 40mph speed limit towards Ampthill, past the roundabout junction to Ailesbury Road please?

Thank you

Central Bedfordshire
Orders & Commons Registration Officer

Dear Resident,

The signage proposals will be the standard 600mm '30' signs for the start of a 30mph speed limit.

If you are referring a 'speed gate' to a white wooden village gate on entering a residential area, there will be a pair of gates on entering Maulden which the Parish are funding if this consultation is agreed.


On entering the proposed 30mph speed limit just passed the roundabout in Ampthill, there isn't sufficient space or visibility for a village gate but the speed limit will be conspicuous due to the red anti skid patch and '30' roundel on the carriageway which hopefully will a feel for more of a change in surroundings so will hopefully slow the speed there and not further into Ampthill as they are doing.

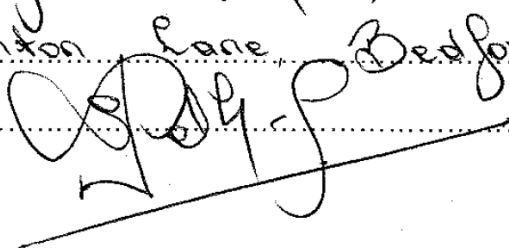
Regards,

Engineer

Support –

Bedfordshire Traffic Management Police

<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter dated <u>4.12.09</u> and offer the following comments for further consideration.</p> <p>Comments</p>	
<p>This Authority has considered the proposed Traffic Regulation Order as outlined in your letter, together with the reason(s) given, is accepted by this authority, therefore no objection with be offered.</p>	

Name: - S. P. WELHAM
Address Bedfordshire Police Traffic Management.
Bedford Heights,
Manton Lane Bedford MK41 7PH.
Signed: - 

Objection Letter –

REF Central Beds Council (40mph speed limit) (C100 Maulden Road, Ampthill & Ampthill Rd, Maulden & Ailesbury Rd, Ampthill) Order 200*

Grounds for objection to proposed speed limit change-

The road between Gas House Lane to Ailesbury Road has a very narrow pavement with no verge to protect walkers from the main road.

This is a pathway taken by parents with children either up to St Andrews Church or into Ampthill town centre when not driving out of the Woodlands estate. Indeed it is the only metalled footpath into Ampthill from Maulden and is well used.

By increasing the speed that traffic are able to travel increases the likelihood of fatal injury if a child were to get onto the road or a car were to mount the narrow pavement.

The junction between Ailesbury Road and Ampthill Road/Maulden Road is a roundabout at which drivers coming out of Ampthill towards Maulden frequently show a disinclination to slow down and give way to traffic coming out of the Woodlands estate to turn right. Indeed there has been a number of occasions I have thought a driver would fail to stop and cause an accident.

By increasing the speed limit on the Gas House Lane side of this roundabout heading towards Maulden, will encourage drivers to increase their speed approaching the roundabout and thus increase the likelihood of a collision with vehicles approaching the roundabout on Ailesbury Road. This will make a serious accident more likely.

My understanding is that the field next to Gas house lane is likely to be developed with a mixture of housing and parking facilities, surely encouraging traffic to be approaching Ampthill faster than 30 mph will lead to problems with people trying to exit this development.

Not so long ago the speed limit within the Ampthill town centre was decreased to 20 mph to improve the safety of people moving across the roads within town. Why should the residents and visitors to the Woodlands estate have to endure a speed limit of twice that figure at the top of Ailesbury Road?

Please can someone explain to me why raising the speed limit in a residential area above 30 mph is intended to improve safety!

Also, I would like to complain about the timing of the notification period for this planning request.

By putting the signs up in December when people are very busy organising Christmas activities you make it highly likely that locals who would otherwise have submitted objections will not notice the signs until it is too late to make the 3rd January 2010 closing deadline.

I also find it strange that the Ampthill Town Council appear not to have even been notified that this planning request was being put in, this is hardly joined up Government.