
Meeting: Traffic Management Meeting
Date: 1st March 2011
Subject: To extend the existing 30mph speed limit on High Street, Silsoe
Report of: Basil Jackson
Summary: To report to the Portfolio Holder for Safer Communities and Healthier Lifestyles the results of a consultation on a proposed Traffic Regulation Order to extend the current 30mph speed limit on High Street (north end) and to seek approval for implementation of this scheme.

Contact Officer: Caroline Almond
caroline.almond@amey.co.uk
Public/Exempt: Public
Wards Affected: Silsoe
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

The construction of this scheme will cost approximately £9,500 available from existing budgets in the 2010/11 financial year.

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):

- 1. That the proposal to extend the 30mph speed limit along High Street, Silsoe be implemented as set out in this report.**

Background

1. High Street, Silsoe was assessed under the Department for Transport guidelines for applying the appropriate speed limit for the nature and environment of a road including assessment of speed data and accident history. This assessment was requested by the Parish Council and local residents' requests.
2. Speed data was taken on High Street, Silsoe in September 2010. Locations included alongside the Silsoe nameplate sign (100m north of Newbury Lane, within the national speed limit) and at the existing 30mph/national speed limit terminal point further south. The results show average speeds of 40mph at the Silsoe nameplate location (which is the proposed location of the 30mph limit) and 34mph at the start of the existing 30mph limit. Motorists appear to be slowing down 150m before the actual 30mph signage, probably due to the residential environment change and presence of the Newbury Lane junction.
3. Following the speed limit assessment, Bedfordshire Highways recommended that a 30mph speed limit extension (see Appendix A for plan) would be appropriate for this length of road.
4. The proposal was advertised during January 2011. Public notices were also erected on site and consultation letters sent to all stakeholders. Traffic Management Police had no objection to this proposal.
5. As a result of this consultation, one objection letter was received to the proposals.
6. The objector's main points can be summarised as follows:-
 - a) The location of the existing segregated footway means that there is no conflict between pedestrians and vehicles.
 - b) They are against speed limits for their own sake as this tends to bring speed limits in general into disrepute.
 - c) The proposal doesn't meet Government guidelines for imposing a 30mph limit.
 - d) On the road between Ampthill and Maulden, a 30mph speed limit was introduced for similar reasons, but the 30mph speed limit has now been replaced with a 40mph speed limit.
 - e) A 40mph speed limit would be more appropriate.

7.
 - a) The footway (although segregated) is well used by local residents to walk/ cycle from one end of the residential settlement to the other. There are also two bus stops opposite each other, within the national speed limit/ 60mph, which lead to more use of the road by pedestrians.
 - b) The speed limit proposed is seen as appropriate the circumstances and for the predicted speeds following the signage change. The Parish Council and most local residents are highly in favour of this recommendation. The Traffic Management Police are also in support of this proposal.
 - c) The proposal is a result of a full assessment based on the Department for Transport guidelines, carried out by a road safety engineer accompanied by a Traffic Management Police Officer. This includes speed data collection, accident history search, site assessment, environment, surroundings, and pedestrian activity. The proposal is seen appropriate for the length of road in question.
 - d) The 40mph section between Ampthill and Clophill was increased to 40mph following an assessment where average speed were approximately 40mph (in a 30mph speed limit). The C100 is between parishes and the environment is of rural surroundings more suited to a 40mph speed limit.
 - e) The measured speeds would suggest that a 30mph speed limit is suitable and that it will be largely self-enforcing.
8. In summary, it is felt that the advertised restriction is appropriate for the circumstances, so it is recommended that the proposal proceeds as advertised.

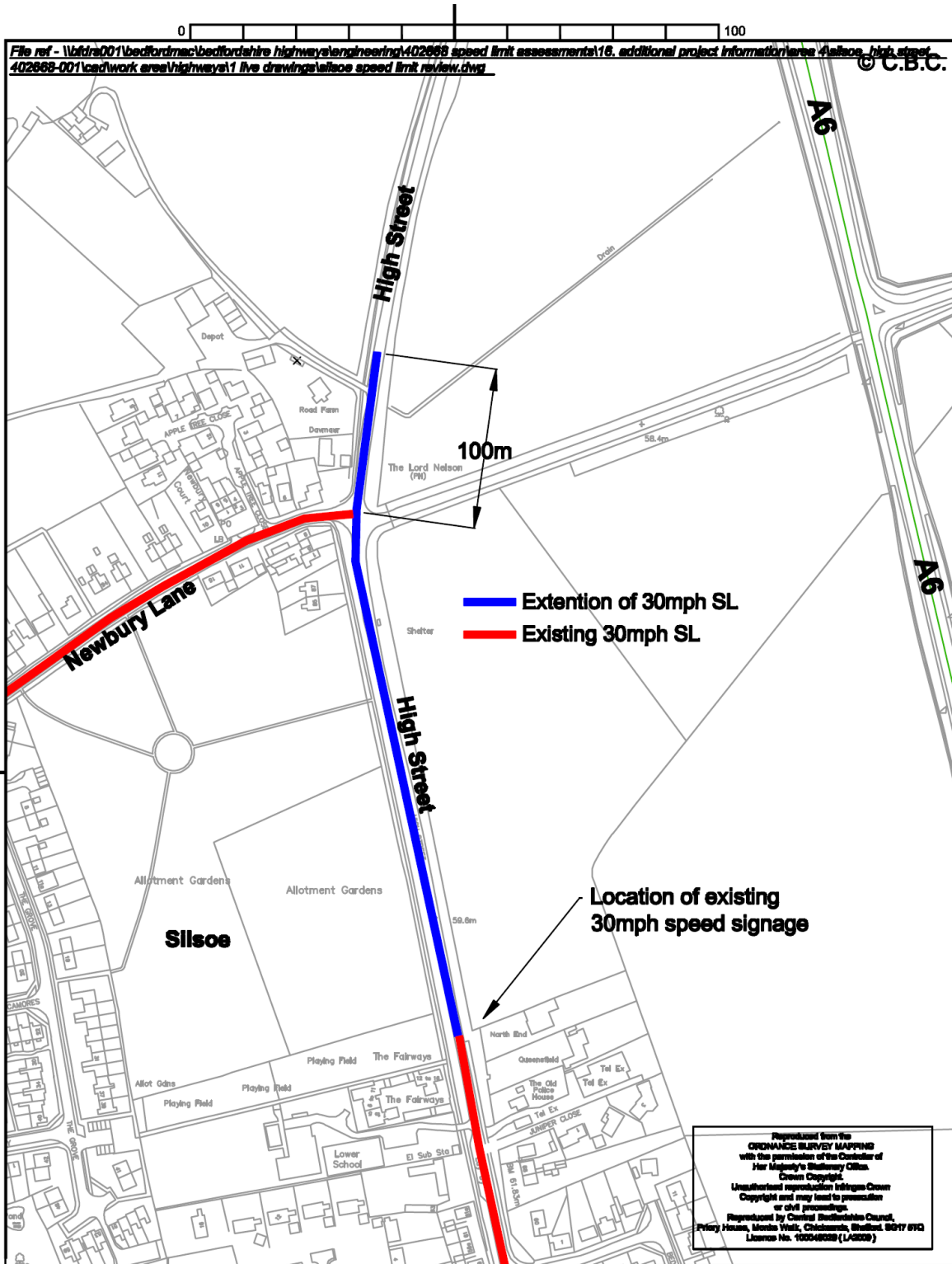
Appendices:

Appendix A: Location Plan

Appendix B: Public Notice


Appendix C: Objections to proposal

APPENDIX A




Rev	Revision details	Chkd	Appd	Date
Drawn:	CA	Preliminary		
Design:	CA	For comment		✓
Chkd:	GB	For tender		
Appd:	NC	For construction		
Date:	20/12/2010	As constructed		
		Other		

Project Name High Street, Silsoe
Drawing Title Public Notice Plan Proposed speed limit extents
Original Drawing Size : A4 Scale : As Shown Dimensions : -



Client



Drawing No 402668/TRO/001	Rev P0
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PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO EXTEND THE 30MPH SPEED LIMIT ON HIGH STREET, SILSOE

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The proposed extension of the 30mph speed limit is specifically aimed at reducing vehicle speeds on High Street, Silsoe, where pedestrian activity and road safety have been identified by the community as an issue. Therefore, Central Bedfordshire Council proposes to make a Speed Limit Order as follows:

Effect of the Order:

To extend the 30mph speed limit on the following length of road in Silsoe:-

That length of High Street which extends from the existing 30mph speed limit northwards to a point approximately 100 metres north of Newbury Lane.

Order to be revoked: If implemented the previous speed limits 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 opening hours at Ampthill Library, 1 Dunstable Street, MK45 2NL. 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 365 6057 for further information on this proposal.

Objections: should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford, MK41 7NU, or email centralbedsconsultation@amey.co.uk, stating the grounds on which they are made by 31st January 2011.

Order Title: if made will be "Central Bedfordshire Council (30mph Speed Limit) (Barton Road and High Street, Clophill) Order 2011"

Technology House
239 Ampthill Road
Bedford MK42 9QQ

Basil Jackson
Assistant Director for Highways

6th January 2011

APPENDIX C

Dear Sir/or Madam.

As a Resident of Silsoe, I wish to object to the proposed extension to the 30MPH Speed Limit in the The High Street Silsoe, beyond the present limit.

I believe that this extension is unnecessary given the conditions.

1/. There is a partially sunken footpath on the West side of the road only, this lies back about 3 metres from the road, and is separated by a grass bank and trees, therefore there is no conflict between pedestrians and vehicles; until just before Newberry Lane there are no houses at all. Of the 4 houses that face the road only 3 have drives, and these are also separated from the road by the footpath, and a grass verge.

2/. There is no footpath on the east side of the road beyond the current 30mph speed limit.

3/. While I'm not against speed limits where necessary, I am against speed limits for their own sake, as this tends to bring speed limits in general into disrepute.

4/. This proposal just appears to be Speed Limit creep that is not necessary, or warranted by the circumstances.

5/. If drivers exiting from the houses on this section of the high street drive correctly there isn't a problem, neither is turning in or out of Newberry Lane more of a hazard, than at any other junction that exits onto another road.

6/. Last time I looked, this proposal doesn't even meet Government guidelines for imposing a 30mph limit.

7/. A proposal was made a few years ago regarding the section of road between Maulden and Ampthill, where a 30mph speed limit was introduced for similar reasons, in similar circumstances, and where the footpath was close to the road, recently, at no doubt a great expense, the 30mph Speed Limit has been removed and replaced with a 40mph speed limit that now applies.

8/. While it probably isn't within your remit, the main A6 North of the Clophill roundabout has a pavement right next to the road, and a number of properties that have vehicular access onto the A6, yet this has relatively recently been made a 40mph speed limit, as opposed to the previous National Speed Limit of 60mph.

9/. As the A6 carries a huge amount of traffic compared to The High Street Silsoe, I cannot believe that The High Street, particularly bearing in mind the points I've mentioned, warrants a 30mph Speed Limit, personally I would have thought a 40mph speed limit to the point you propose would make more sense.

Finally, Just to put things into perspective, I have been driving for business reasons, and for pleasure, since 1956, with only one conviction when I was 17 years old and riding a motorbike.

I do not have, nor ever have had, any points on my licence.