
Meeting: Traffic Management Meeting
Date: 26 September 2011
Subject: Resolution of objections to the proposed waiting restrictions in Silsoe and associated Safer Routes to School and Cycle Improvements.
Report of: Basil Jackson, Assistant Director of Highways and Transportation.
Summary: To report to the Executive Member for Sustainable Communities Services the receipt of objections to proposals for waiting restrictions in Silsoe and associated Safer Routes to School and Cycle improvements.

Contact Officer: Caroline Almond – Assistant Engineer (Road Safety)
caroline.almond@amey.co.uk
Public/Exempt: Public
Wards Affected: Silsoe
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve the routes to and from school and improve the route for Cyclists.

Financial:

The cost of introducing a Safer Routes to School and cycle improvements scheme to the cost of approx. £30,892 is being developer-funded, by Miller Homes Development, from section 106 contributions.

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:

The proposal will improve road safety for non-motorised users, in particular those travelling to and from Silsoe Lower School.

Sustainability:

To encourage sustainable modes of transport – walking and cycling.

RECOMMENDATION(S):**1. That the following waiting restrictions should be implemented as follows:**

- Waiting restrictions on both sides of the junction of High Street and Ampthill Road should be implemented as advertised.
- Waiting restrictions on both sides of the junction of High Street and Park Avenue should be implemented as advertised.

2. That the following proposals under the Safer Routes to School scheme should be implemented:

Bollards (15 in total):

- 10 No. heritage style bollards outside the St James Church, High Street.
- Removal of concrete bollard and replacement with 1 heritage style bollard o/s No. 28, High Street.
- Removal of 2 No. concrete bollards opposite Silsoe Newsagency, High Street and replace with heritage (original plan was to remove with footway widening, however this will prevent parking on existing narrow footway).
- Install 2 new heritage style bollards on footway outside No. 20, High Street.

Parking bay markings:

- Parking bay markings o/s St James Church, High Street.
- Parking bay markings and associated island o/s No.'s 51 to 43, High Street.

Carriageway markings:

- 2 No. Bus stop markings.
- H bar markings at accesses as shown on the original plan on High Street between Ampthill Road and West End Road.
- No centre line throughout (except at the junction of Park Ave and High Street).
- Refresh Stop markings and give way markings within length of proposed resurfacing.

In addition to original proposals:

- Improvements at desire line across West End Road junction with High Street, along with narrowing of bell mouth for improved intervisibility.

3. That the following proposals under the safer routes to school scheme should NOT be implemented;

- Waiting restrictions o/s newsagents and No. 26. High Street.
- Footway widening and subsequent uncontrolled tactile crossing.

Background and Information

4. The Council has a sum of money from section 106 planning condition in Silsoe to improve Routes to School and cycle movements in High Street, Silsoe. Following consultation with officers and the Silsoe Parish Council it was considered that the most effective scheme would be to widen the footways at their narrowest locations, outside the newsagency and property No. 26 High Street. These proposals were discussed fully with the Parish Council that supported the scheme, had a significant input in the final proposed design and considered the proposals to be in general accord with their Parish Plan
5. The proposals were displayed at an exhibition arranged by Silsoe Parish Council on 26th July 2011 in the village hall. The Parish Council, along with Central Beds Council and Amey representatives staffed the exhibition and discussed the proposals with the many residents who attended. It was considered that any questions raised were fully explained and justified to those that attended.
6. Whilst the engineering elements of the proposals did not require a statutory consultation the waiting restriction elements did and these were formally advertised by public notice between 4th August and 1st September 2011. Consultations were also carried out with the emergency services and other statutory bodies, Silsoe Parish Council and CBC Elected Members. Local residents were also consulted by way of letters and plans delivered along the lengths of road where changes were proposed.

In parallel with this consultation the Parish Council undertook its own local consultation seeking public response on the whole package of measures. This has generated a considerable number of responses that cover not only the waiting restrictions but other aspects of the scheme as well.

7. A total of 161 representations have been received, 131 of which are opposed to the advertised proposal of waiting restrictions on High Street (at proposed narrowing) o/s the newsagents. See Appendix C for a complete summary of the representations received. In addition a petition with 537 signatures was received, see Appendix C. Below are summarised the key points of objection.

8. The following are the main points raised within the representations received, in order of most objections (a) being the most objected to):-
- a) Waiting Restrictions along the length of the proposed narrowing in High Street.
 - b) Waiting Restrictions on Park Avenue and Ampthill Road.
 - c) Footway widening/ narrowing of carriageway, o/s Silsoe Newsagency and No.26, High Street.
 - d) Parking bay markings and associated island o/s No.'s 51 to 43, High Street.
 - e) Parking bay markings o/s St James Church, High Street.
 - f) New bollards along High Street.
 - g) Bus stop markings at existing bus stops along High Street.

Not included in the above list are the representations made concerning street lighting and resurfacing. These are separate schemes. Street lighting is being funded by the Parish Council and the resurfacing is programmed to be undertaken this financial year 2011/12. Summaries of these representations are also included in Appendix C of this report.

9. Bedfordshire Police have raised no objection to the waiting restrictions.

Conclusion and Way Forward

10. The following observations relate to the specific points listed in section 8.
- a) Waiting restrictions on High Street were to be implemented to support the footway widening and prevent parking on the footway or in general where the road will be narrower. However, in view of the feedback received and the significant amount of local objection, this will **not be recommended**.
 - b) Waiting restrictions on the junctions of High Street and Park Avenue and also High Street and Ampthill Road. These were proposed for the improvement of visibility due to the current issues with parked cars each side of the junction. Considering the feedback received and the confirmed visibility issues, this is **recommended to be implemented**.
 - c) The footway widening was a main part in the proposals due to the Parish Plan to widen the pinch point outside No. 26. As a result, this would also narrow the carriageway to a minimum width for 2 way traffic (4.5m). The waiting restrictions (see a) is to support the narrowing by deterring parking along the narrowed length. However, in view of the feedback received this will **not be recommended**.

- d) Parking bay markings outside No.s 43 to 51 were proposed due to current issues of vehicles parking on the narrow footway. Parking bay markings and the associated proposed parking island would give vehicles more confidence to park on the carriageway and improve the available width of footway. Considering the feedback received, of which the majority were in support, this is **recommended to be implemented**.
- e) Parking bay markings o/s St James Church, High Street, were proposed due to constant parking on the wide footway in front of the church, this limiting visibility when exiting Park Avenue. The parking bays would give a definitive area for parking and in conjunction with the bollards along the edge of the footway. Considering the feedback received, of which the majority were in support, this is **recommended to be implemented**.
- f) Bollards along the edge of carriageway o/s St James Church, High Street were proposed due to constant parking on the footway; the bollards to prevent this would improve the communal space in front of the church and also narrow the carriageway slightly by vehicles then parking on the carriageway, therefore reducing average speeds. Considering the feedback received and the confirmed issue of vehicles parking on the footway, this is **recommended to be implemented**.
- g) Bus stop markings were proposed due to parking issues within the area where the bus stop collects its passenger's. Bus stop markings on the carriageway shall alert other road users of the bus stops and should deter the road user from parking within the bus stop area. Considering the feedback received, bus stop markings were supported by the majority and would prevent bus services being disrupted. The bus stop markings are **recommended to be implemented**.

11. In conclusion, it is felt that the proposals should be implemented in part as set out in sections 1-2 in this report. The elements recommended will improve the route to school and cycling.

Appendices:

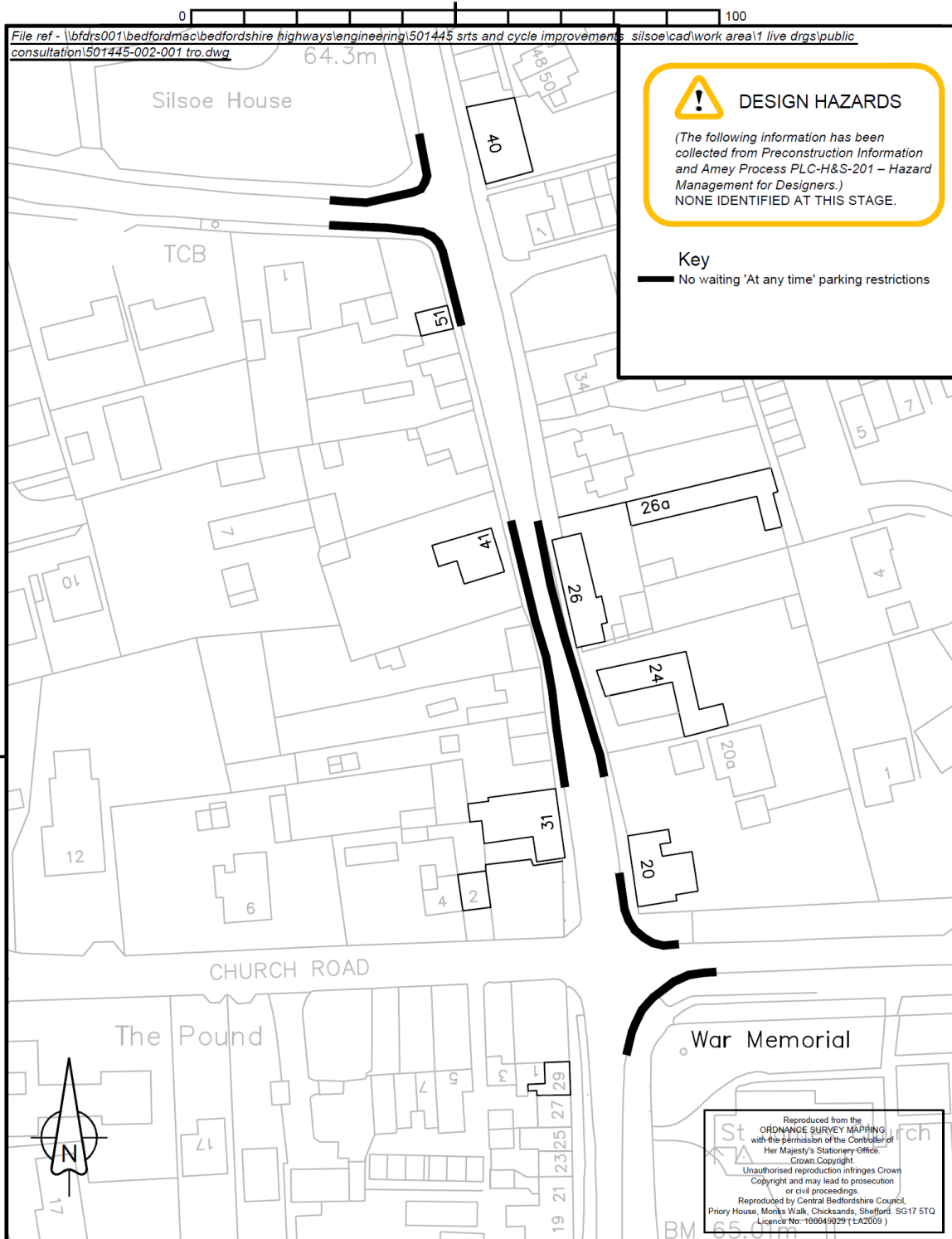
Appendix A – Plans

Appendix B – Public notice

Appendix C – Representations summary


Plans

Public Notice plan for waiting restrictions in Silsoe




Rev	Revision details	Chkd	Appd	Date
Drawn: CA	Preliminary			
Design: CA	For comment			✓
Chkd: GB	For tender			
Appd: NO'L	For construction			
Date: 27/07/2011	As constructed			
	Other			

Project Name High Street, Silsoe	
Drawing Title Bedfordshire Highways - Trans Waiting Restrictions	
Original Drg Size : A4	Dimensions : -
Scale : NTS	Copyright © Amey/CBC



Client



Drawing No 501445/002/001	Rev -
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Proposed Design

RESIDUAL DESIGN HAZARDS

Design engineer has reviewed the proposed design and identified the following residual design hazards:

- Residual design hazard: The proposed design may result in a residual design hazard due to the proposed design.
- Residual design hazard: The proposed design may result in a residual design hazard due to the proposed design.
- Residual design hazard: The proposed design may result in a residual design hazard due to the proposed design.

NOTES

- 1. Check existing terrain profile and/or (if necessary) new profile.
- 2. Check existing 50mm (2") depth of water table (if necessary) (if necessary).
- 3. Check existing 20mm (3/4") depth of water table (if necessary) (if necessary).
- 4. Check existing 10mm (3/8") depth of water table (if necessary) (if necessary).
- 5. Check existing 5mm (1/4") depth of water table (if necessary) (if necessary).
- 6. Check existing 2mm (1/8") depth of water table (if necessary) (if necessary).
- 7. Check existing 1mm (1/16") depth of water table (if necessary) (if necessary).
- 8. Check existing 0.5mm (1/32") depth of water table (if necessary) (if necessary).
- 9. Check existing 0.2mm (1/64") depth of water table (if necessary) (if necessary).
- 10. Check existing 0.1mm (1/128") depth of water table (if necessary) (if necessary).

AC	REV	DATE	DESCRIPTION
1	1	2024-01-15	Issue for Review
2	1	2024-01-16	Issue for Review
3	1	2024-01-17	Issue for Review
4	1	2024-01-18	Issue for Review
5	1	2024-01-19	Issue for Review
6	1	2024-01-20	Issue for Review
7	1	2024-01-21	Issue for Review
8	1	2024-01-22	Issue for Review
9	1	2024-01-23	Issue for Review
10	1	2024-01-24	Issue for Review
11	1	2024-01-25	Issue for Review
12	1	2024-01-26	Issue for Review
13	1	2024-01-27	Issue for Review
14	1	2024-01-28	Issue for Review
15	1	2024-01-29	Issue for Review
16	1	2024-01-30	Issue for Review
17	1	2024-01-31	Issue for Review
18	1	2024-02-01	Issue for Review
19	1	2024-02-02	Issue for Review
20	1	2024-02-03	Issue for Review
21	1	2024-02-04	Issue for Review
22	1	2024-02-05	Issue for Review
23	1	2024-02-06	Issue for Review
24	1	2024-02-07	Issue for Review
25	1	2024-02-08	Issue for Review
26	1	2024-02-09	Issue for Review
27	1	2024-02-10	Issue for Review
28	1	2024-02-11	Issue for Review
29	1	2024-02-12	Issue for Review
30	1	2024-02-13	Issue for Review
31	1	2024-02-14	Issue for Review
32	1	2024-02-15	Issue for Review
33	1	2024-02-16	Issue for Review
34	1	2024-02-17	Issue for Review
35	1	2024-02-18	Issue for Review
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55	1	2024-03-09	Issue for Review
56	1	2024-03-10	Issue for Review
57	1	2024-03-11	Issue for Review
58	1	2024-03-12	Issue for Review
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78	1	2024-04-01	Issue for Review
79	1	2024-04-02	Issue for Review
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90	1	2024-04-13	Issue for Review
91	1	2024-04-14	Issue for Review
92	1	2024-04-15	Issue for Review
93	1	2024-04-16	Issue for Review
94	1	2024-04-17	Issue for Review
95	1	2024-04-18	Issue for Review
96	1	2024-04-19	Issue for Review
97	1	2024-04-20	Issue for Review
98	1	2024-04-21	Issue for Review
99	1	2024-04-22	Issue for Review
100	1	2024-04-23	Issue for Review






Diagram 1: Proposed Design

This diagram shows a section of a road with a proposed profile. Key features include:

- Cut type:** Indicated by a dashed line along the top edge of the road.
- High Stakes:** Vertical lines indicating the proposed grade.
- Grade Line:** A solid line representing the existing ground level.
- Proposed Profile:** A solid line representing the proposed road grade.
- Yellow Highlighted Area:** A section of the road where the proposed profile is significantly higher than the existing grade.
- Annotations:** Various notes and dimensions (e.g., 0.5m, 1.0m) are provided to specify the design details.

Diagram 2: Proposed Design

This diagram shows another section of the road with a proposed profile. Key features include:

- Cut type:** Indicated by a dashed line along the top edge of the road.
- High Stakes:** Vertical lines indicating the proposed grade.
- Grade Line:** A solid line representing the existing ground level.
- Proposed Profile:** A solid line representing the proposed road grade.
- Yellow Highlighted Area:** A section of the road where the proposed profile is significantly higher than the existing grade.
- Annotations:** Various notes and dimensions (e.g., 0.5m, 1.0m) are provided to specify the design details.

Diagram 3: Proposed Design

This diagram shows a third section of the road with a proposed profile. Key features include:

- Cut type:** Indicated by a dashed line along the top edge of the road.
- High Stakes:** Vertical lines indicating the proposed grade.
- Grade Line:** A solid line representing the existing ground level.
- Proposed Profile:** A solid line representing the proposed road grade.
- Yellow Highlighted Area:** A section of the road where the proposed profile is significantly higher than the existing grade.
- Annotations:** Various notes and dimensions (e.g., 0.5m, 1.0m) are provided to specify the design details.

Sheet 1.20



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING ON HIGH STREET, SILSOE.

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety. The Prohibition of Waiting at the two junctions of Ampthill Road and Park Avenue would improve visibility for all road users. The proposed Prohibition of Waiting on High Street will be needed in conjunction with a footway widening scheme which will narrow the road width and therefore will need to be kept clear of parked vehicles. Therefore, Central Bedfordshire Council proposes to make a Traffic Regulation Order as follows:

Effect of the Order:

To introduce No Waiting at Any Time (double yellow lines) on the following lengths of roads in Silsoe:

1. High Street, west side, from a point on the boundary between No. 49 and 51 High Street, in a northerly direction to a point approximately 4 metres south of the north flank wall of property No. 40 High Street.
2. High Street, west side, from the north flank wall of property No. 41 High Street, in a southerly direction to the north flank wall of property No. 31 High Street.
3. High Street, east side, from a point approximately 6 metres south of the north flank wall of property No. 20 High Street in a southerly direction to a point opposite the north flank wall of property No. 29 High Street.
4. High Street, east side, from the north property boundary of No. 26 High Street, in a southerly direction to a point opposite the north flank wall of property No.31 High Street.
5. Ampthill Road, both sides, from the west kerb line of High Street, in a westerly direction for a distance of approximately 25 metres.
6. Park Avenue, north side, from the east kerb line of High Street, in an easterly direction for a distance of approximately 15 metres.
7. Park Avenue, south side, from the east kerb line of High Street, in an easterly direction for a distance of approximately 20 metres.

Further Details: of the proposal and plans may be examined during normal opening hours at Flitwick library, Coniston Road, Flitwick MK45 1QJ. 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 or email Caroline.Almond@amey.co.uk for further advice on this 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 1st September 2011.

Order Title: if made will be "Central Bedfordshire Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) Order 2008) (Variation No *) Order 201*"

APPENDIX C

Representations summary

Representations highlighted in yellow are not recommended to be implemented. Other representations shown should be implemented. Street lighting and resurfacing is not part of this scheme; however, representations are shown for information.

Representations

Items	For	Against	No comment
Pavement widening both sides o/s No.26 High St	27	120	11
Waiting restrictions 'at any time' on High St	19	132	6
Waiting restrictions 'at any time' on Ampthill Rd	35	122	8
Waiting restrictions 'at any time' on Park Ave	26	122	10
Parking bay carriageway markings &/or small island o/s No. 43 High St	16	15	126
Parking bay carriageway markings o/s Church	17	12	128
Heritage bollard &/or arrangement	21	9	127
Bus stop carriageway markings	23	7	127
Street Lighting scheme	59	51	47
Resurfacing scheme	15	12	51

Petition - All 537 signatures

Items	For	Against	No comment
Pavement widening both sides o/s No.26 High St	0	537	0
Waiting restrictions 'at any time' on High St	0	537	0
Waiting restrictions 'at any time' on Ampthill Rd	0	537	0
Waiting restrictions 'at any time' on Park Ave	0	537	0
Parking bay carriageway markings &/or small island o/s No. 43 High St	0	0	537
Parking bay carriageway markings o/s Church	0	0	537
Heritage bollard &/or arrangement	0	537	0
Bus stop carriageway markings	0	0	537
Street Lighting scheme	0	537	0
Resurfacing scheme	0	0	537