
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 16 November 2015

Subject: Cambridge Road, Dunton – Consider Representations to Proposed Raised Table

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a Raised Table in Cambridge Road, Dunton.

Contact Officer: Nick Chapman

Public/Exempt: Public

Wards Affected: Potton

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety, facilitate the free flow of traffic and improve the amenity of streets for residents.

Financial:

The total cost of implementing the scheme will be approximately £23,000 and it is being funded by a Section 106 contribution from a developer.

Legal:

Central Bedfordshire Council is the highway and traffic authority for the road network in Central Bedfordshire. The Council has to publish notices and undertake consultation on certain highway measures, such as raised tables, before they can be installed.

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 is expected to increase the safety of pedestrians, cyclists and vehicle users.

Sustainability:

None from this report.

RECOMMENDATION(S):

That the proposal to install a Raised Table in Cambridge Road, Dunton be implemented as published.

Background and Information

1. Measures aimed at reducing traffic speeds and improving road safety in Dunton, and in particular Cambridge Road, have been identified as a priority for the Parish Council. The scheme is funded by a Section 106 contribution from a developer. The scheme proposes a raised table in Cambridge Road just to the south of Greenfield Way.
2. The proposal was formally advertised by public notice in October 2015. Consultations were carried out with the emergency services and other statutory bodies, Dunton Parish Council and the Ward Members. Residents living in the immediate area were individually consulted.
3. A total of four written representations were received, three of which express concerns about the proposal. Copies of the correspondences are included in Appendix C and the main comments received are summarised below.
4. The main points of concern are:-
 - a) The raised table would have only a localised speed reducing effect.
 - b) The feature would not address poor driver behaviour, such as overtaking on the entry to and exit from the village.
 - c) There are concerns about the safety of travelling from a 60mph limit to a 30mph limit and encountering a raised feature at that location where speeds are still relatively high.
 - d) There are concerns about inadequate lighting and water ponding at the chosen location.
 - e) The table will cause wear and tear on vehicles, discomfort to occupants, increase noise levels and will not help cyclists and horse riders.
 - f) Speed limits on the whole route from Dunton to Wrestlingworth should be looked at. For example, the Council should consider a 30mph or 40mph buffer zone in Cambridge Road and/or a 50mph from Dunton to Eyeworth and from Eyeworth to Wrestlingworth. These would provide wider benefits than a single raised feature.

- g) There should be additional traffic calming measures further south on High Street to moderate speed in that part of the village.
5. Central Bedfordshire Highways' response to the points above are as follows:-
- Possible speed reducing measures in their village were considered and after reviewing the traffic count data in Dunton and close liaison with Dunton Parish Council, it was agreed that a raised table on Cambridge Road would be the most cost-effective solution.
- Raised traffic calming features are an effective speed reducing measure. Installing one for traffic entering Dunton from the Eyeworth direction will significantly lower speeds at that point and it is hoped that many drivers will maintain a low speed through the village. The raised traffic calming feature will similarly lower speeds for traffic travelling north on Cambridge Road.
- The raised table has been safety-audited and the Council is satisfied that it will not create a road safety hazard. It has been designed to relevant standards and statutory guidance and should not create significant issues, such as unacceptable noise generation, discomfort to vehicle occupants or vehicle damage.
- The lighting in the vicinity of the proposed raised table Cambridge Road is to be assessed and if required, new lanterns will be installed in some lighting columns. The proposals include some new gullies at the ramps of the raised tables to prevent water ponding.
- Funding is not currently available to provide further traffic calming measures in High Street, but could be considered as a future RMF scheme. Note, existing traffic speeds are higher in Cambridge Road than in the High Street in the centre of the village.
- Reducing vehicles speeds in built-up areas is a key priority for Central Bedfordshire Council. The Council has implemented a number of speed limits aimed at lowering traffic speeds in towns and villages. These have included buffer zones on the edges of settlements and transitional limits on semi-rural roads between villages. The feasibility of introducing such measures in the Dunton/ Eyeworth/ Wrestlingworth corridor could be investigated as part of a separate project. However, funding for this work is fully committed, so this could not be undertaken in the current financial year. Alternatively, the Parish Council could consider this as a future RMF scheme.

Conclusion

6. It is considered that the proposed raised table will be effective in reducing traffic speeds and improving road safety. Any adverse effects, such as noise generation and vehicle passenger discomfort would be minimal. Dunton Parish Council fully supports the proposed scheme.

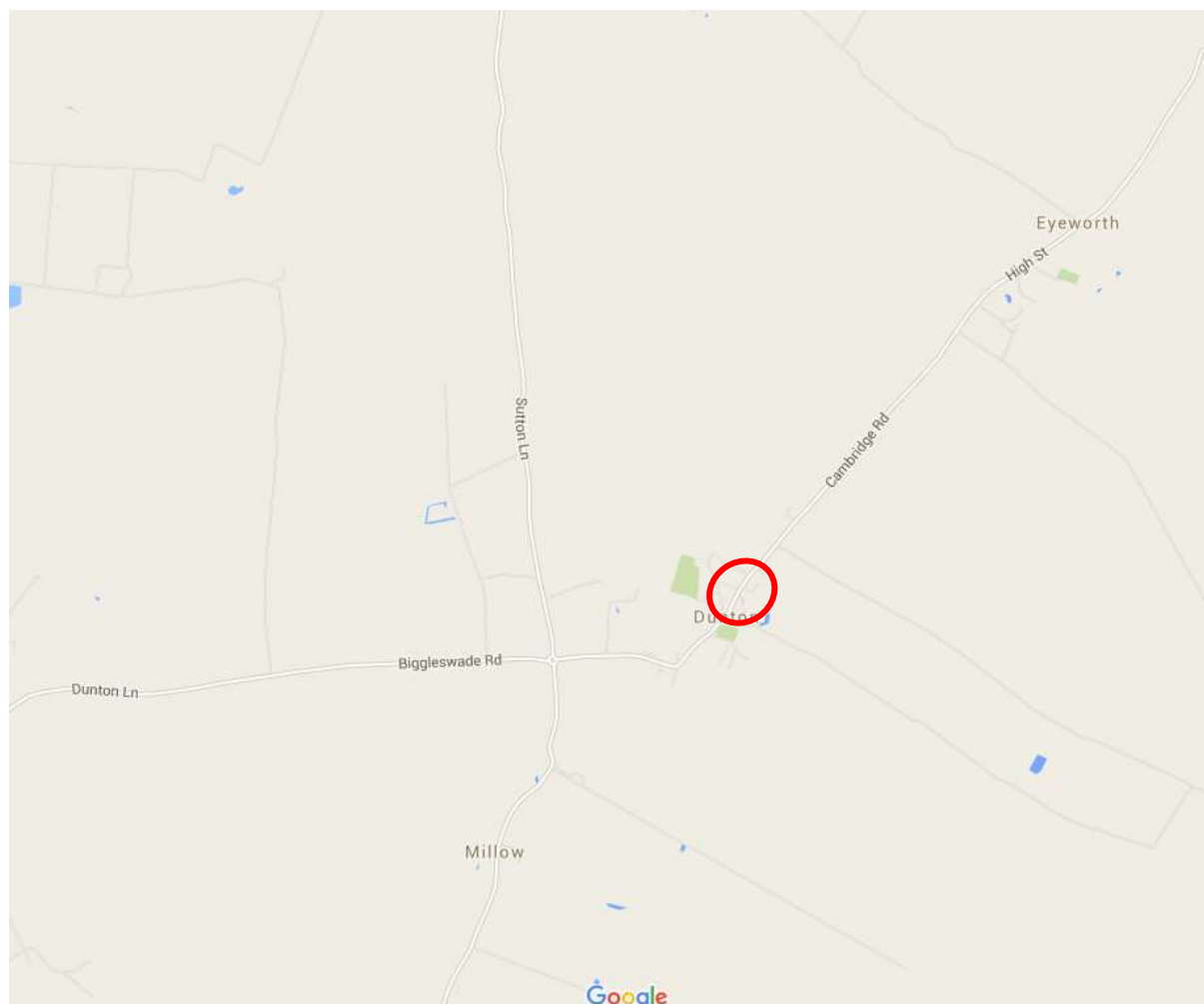
It is accepted that it would be worthwhile carrying out a review of speed limits in the area, which would help to moderate the speed of traffic entering and leaving the village on Cambridge Road.

7. If approved, the works are expected to take place within the current financial year.

Appendices:

Appendix A – Location Plan and drawing
Appendix B – Public Notices of Proposals
Appendix C – Objections and Representations

Appendix A



PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLE – CAMBRIDGE ROAD, DUNTON

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct a raised table in Cambridge Road, Dunton. These works are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

A Raised Table at a nominal height of 75mm and approximately 9 metres long, including ramps, extending across the full width of the road is proposed to be sited at the following location in Dunton:-

Cambridge Road, at a point approximately 10 metres south-east of its junction with Greenfield Way, measured from the centre of the junction to the centre of the proposed raised table.

Further Details a drawing may be examined during normal office hours at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 26 October 2015.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

2 October 2015

Appendix C

I would like to raise the following points regarding the above proposal.

Having had the opportunity to reflect on the proposals for Dunton I would like to add the following comments.

1. Was the speed count carried out recently on the de-restricted road used to inform the proposals?
2. Having spoken to the police about the speeds along this stretch of road a reduction in the speed limit would see a reduction in speeds of around 3 to 5mph, this would be similar to a speed table but I feel the speeds would only be reduced at the point of going over the table - is a physical feature in isolation that effective for this reason?
3. Speed table would not assist people exiting the village using the footway to either the houses or going to the bridle way, a speed limit reduction would at least get drivers thinking slower. Plus it would be of benefit to the equestrian community that cross the road into the bridle way.
4. Speed table would not help poor driver behaviour i.e. double overtaking on exit or entry to the village and could make things worse (perception of being held up and flooring it out of the village)
5. The village would be left with a physical feature that will ultimately be a nuisance to those that live there, as most of the traffic is through traffic it seems more appropriate to tackle their speeds rather than penalise the villagers.
6. Is lighting sufficient - safety audit will advise no doubt
7. Is it sensible to have a 60mph to 30mph transition and the a physical feature - safety audit to advise no doubt
8. The section of road the speed table is proposed suffers with substantial ponding in wet weather - this would need to be addressed.
9. Would it not be more cost effective to publish and consult on a traffic order and provide some new signs and lines. Standard traffic signs are not that expensive - you might even be able to reuse the existing 30 plates!
10. Thinking outside the box and in discussion with neighbours what about the idea of considering the corridor from Dunton to Wrestlingworth cross roads as one entire scheme? Extend the 30mph at Dunton or provide a 40mph buffer zone or make it 50mph from Dunton to Eyeworth. Then extend the 50mph to the Wrestlingworth cross roads. I have explored this with the clerk for Wrestlingworth and the police and both supportive. Sadly personal circumstances have hindered plans to get petition going.

The proposal outlined above I believe would serve the wider community and be far more effective than a single physical feature in isolation.

I believe that Section 106 money provided during the development of Fen Reach is ring-fenced for roads improvement.

For the residents of Dunton a raised table will be a nuisance rather than a road improvement.

- Vehicles exiting Greenfield Way will be at an angle to the speed table causing wear and tear on their vehicles and discomfort of occupants through rocking.
- The Speed Hump signage will further restrict already narrow footpaths causing a problem for wheelchair, pushchair and pram users.
- The road is used by many Heavy Goods Vehicles. Going over the speed table will increase noise levels reducing residents' quality of life

when enjoying the use of their outdoor space, and in being able to have windows left open.

For vehicular road users the presence of a speed table so close to the transition from 60mph to 30mph will be a hazard.

- If they see the 30mph sign late, there is a danger that they will hit the table at high-speed.
- If they brake hard, there is a danger of vehicles behind concertina-ing into each other.

The road is used by much farm traffic. A speed table will slow them down considerably in order to prevent damage to their vehicles. This will cause them loss of time and further delay any following traffic.

For equestrian road users the speed table and Speed Hump signage are elements likely to spook the horses causing danger to horses, riders, passing pedestrians and vehicles.

For cyclists the speed table will be the cause of discomfort and instability, both threats to road safety.

The suggested road improvement seems to be a speed reduction measure. Dunton residents DO want speed reduction.

Reducing the speed limit from 60mph to 30mph before Dunton Waterworks (coming from Eyeworth) would see considerable improvements

- For those walking from the Waterworks Cottages into the village who have to leap onto verges to avoid fast traffic (note that there is a separate proposal to cease cutting these verges)
- For those living between the Waterworks and Greenfield Way who suffer the noise of vehicles, especially motorbikes, accelerating away from the village
- For those in the immediate vicinity of the current 30mph signs who suffer the noise of vehicle engine-braking

Furthermore reducing the speed limit from 60mph to 30mph between Eyeworth and Dunton would enable residents to walk between the villages - in order to share amenities (pub, shop, community garden, church services in both villages).

I feel these measures would

- be in the interests of road safety
- be in the interests of avoiding danger to persons using the road
- improve the amenity of the area

I would like the following points considered regarding the proposal of a speed table in Dunton village, which I believe would be a nuisance rather than an improvement.

It would be extremely hazardous to have a speed table immediately after the current 60mph to 30mph speed transition into Dunton village.

Speed hump signage will restrict what is already a narrow footpath, causing a problem for wheelchair, pushchair, pram users and dog walkers.

If vehicles see the 30mph sign late, there is a danger that they will hit the table at high-speed.

Speed of vehicles would only be reduced at the actual point of going over the table.

If vehicles brake hard, there is a danger of producing a dangerous concertina- effect causing potential crashes and accidents.

Speed table would not assist people exiting the village using the footpath to either the houses, or going to use the bridle way.

Speed table would not help improve the existing poor driver behavior exhibited currently travelling into or out of the village at that end.

Currently double overtaking on exit and entry to the village, huge speeds exiting the village, and speeding into the village - already exists on a regular daily basis.

Indeed introducing a speed table will make things worse – driver impatience at being delayed - thus flooring vehicles travelling out of the village.

HGVs travelling over the speed table will increase noise levels for residents.

Speed table will increase wear and tear on village residents' vehicles.

Equestrian road users will need to deal with horses reactions to signs and the table itself causing spooking and danger to horses, riders, passing cyclists, pedestrians and vehicles.

Cyclists will suffer both discomfort and instability travelling over the table - threatening road safety.

Dunton residents all want to benefit from lower speeds both into and through our Village! The proposal outlined below I believe would serve the wider community and be far more effective than a single physical feature in isolation

Reduce the speed limit from 60mph to 30 mph before Dunton Waterworks (travelling from Eyeworth).

a speed limit reduction would immediately reduce speeds before entering the village.

c) a speed limit reduction would not cause any of the restrictions, hazards or dangers listed in points 1-11 above.

d) as most of the speeding traffic is through traffic, it is more appropriate to tackle through traffic speeds - rather than penalise the villagers

e) it would be more cost effective to publish and consult on a traffic order and provide some new signs and lines.

Standard traffic signs are not that expensive - the existing 30 plates could even be re-used...

f) it would be of huge benefit to the equestrian community that cross the road into the bridle way who currently have to ride two abreast to try and safely use this route

g) It might be worth considering the corridor from Dunton to Wrestlingworth cross roads as one entire scheme?

Extend the 30mph at Dunton or provide a 40mph buffer zone from Dunton to Eyeworth.

Then extend the 50mph to the Wrestlingworth cross roads.

This proposal has already been explored with the clerk for Wrestlingworth and the police are both supportive

I believe a speed limit reduction would:

greatly improve road safety for Dunton village residents

be in the interests of avoiding danger to persons using the road

improve the amenity of the area

I understand that there are plans to apply Traffic Calming measures in Dunton on the Cambridge Road section of the village. May I recommend the application of similar measures between the Village Hall (where children exit from) and the sharp left hand bend (approaching from the Biggleswade direction). I live on the corner of this bend at 2 Springfield and I get a good view of the traffic and it speed as they approach the bend. As well as the children leaving the Hall, at the School just around the corner, at school starting and finishing times as parents drop off and pick up their children there are lots of cars parked which come as a surprise to motorists as they hurtle round the corner. I would therefore recommend a calming measure mid-way between this corner and the village hall to slow traffic coming through the village from the Biggleswade end who ignore the flashing speed warning sign .
Thank you in anticipation.