
Meeting: Traffic Management Meeting
Date: 15 February 2017
Subject: High Street, Silsoe - Consider the implementation of waiting restrictions, raised features and speed limit changes in Silsoe

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions, raised features and speed limit changes in Silsoe.

Contact Officer: Nick Shaw
nick.shaw@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Silsoe
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Enhancing Central Bedfordshire;
Protecting the Vulnerable; Improving Wellbeing;
A More Efficient and Responsive Council.

Financial:

The works are being funded by a S106 contribution.

Legal:

None from this report.

Risk Management:

The scheme proposed will reduce the risk of serious injury to all road users in Silsoe.

Staffing (including Trades Unions):

None from this report.

Equalities/Human Rights:

None from this report.

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

This scheme will improve the environment and encourage sustainable travel as a realistic travel choice in Silsoe.

RECOMMENDATIONS:

- 1. That the proposals to implement raised tables on the High Street and Barton Road, Silsoe be implemented as published.**
- 2. That the proposals to introduce new speed limits on various roads in Silsoe be implemented as published.**
- 3. That the proposals to implement and amend parking restrictions on the High Street and Park Avenue, Silsoe be implemented as published.**

Background and Information

1. This scheme has been developed using a S106 developer contribution which was received “...for the purposes of improvements to the pedestrian environment within High Street Silsoe”. This scheme proposes to enhance pedestrian movement and experience in the High Street by address the issues of pavement parking; footway accessibility; pedestrian desire lines, sight lines and crossing points; pedestrian safety and general improvements to the pedestrian experience of the High Street.
2. A public exhibition and residents survey was undertaken to determine the level of local support for various measures to enhance the pedestrian environment seeking preferences for some preliminary proposal ideas identified by CBC engineers and officers. There was strong support for restrictions in some roads, but a mixed reaction from other areas. It was acknowledged that in some areas there may not be widespread support for parking controls, but it was decided that proposals would be published for most roads to give residents the option of accepting or rejecting the preferred option.
3. The proposals were formally advertised by public notice in December 2016. Consultations were carried out with the emergency services and other statutory bodies, Silsoe Parish Council and the CBC Ward Member. Public notices were displayed on street. The details of the proposals and a document detailing the wider scheme were published on the CBC website.
4. The following restrictions were published:-
 - Introduction of raised tables: High Street (x3) and Barton Road (x1).
 - Speed limit changes: 20mph – Central area of the High Street; Ampthill Road, Church Road Bedford Avenue, Vicarage Road, Poplar Close, Fir Tree Road, Holy Walk, The Orchards, West End Road, Yew Tree Close, Park Avenue, The Rowans; 30mph extension – Barton Road; 40mph buffer – Barton Road and High Street.

- Waiting restrictions on High Street and Park Avenue, Silsoe.

Representations and Responses

5. A total of 16 representations have been received. A proportion of these relate to several specific issues, as follows:-
 - a) Extending the proposed 20mph speed limit to incorporate additional areas
 - b) Additional raised tables – (Park Avenue and Ampthill Road)
 - c) Objection to waiting restrictions near the shop
 - d) Additional HGV/weight restrictions
 - e) H-bars.
 - f) Speed enforcement issues
 - g) Extensions of double yellow lines (Park Avenue)
 - h) Noise and air pollution
6. In addition, there are a small number of representations received from other roads raising a variety of issues. Whilst some of the representations object to the proposals, a high proportion express support for the scheme. Many of the comments outlined in the representations detail how the respondent feels that the scheme could be altered and improved.
7. A formal response has been received from Silsoe Parish Council who have been involved and consulted on the development of this scheme from a very early stage.
8. Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:-
9. Extending the proposed 20mph speed limit to additional areas
 - Agreement with the speed limits being applied for in Silsoe but was wondering whether Ampthill Road and Newbury Lane could be included?
 - The proposal would be greatly improved by starting the 20mph limit on Ampthill Road before Fir Tree Road.
 - All of Ampthill Road should be included in the 20mph speed limit
10. Additional raised tables – (Park Avenue and Ampthill Road)
 - Consideration of raised tables along Ampthill Road to slow the traffic as most drivers take no notice of existing village speed limits.
 - installing some speed bumps to slow the cars down or installing a pavement or path for pedestrian usage would surely be the best solution
11. Objection to waiting restrictions near the shop
 - Loss of trade
 - Parked cars naturally calm traffic
 - Vehicle speeds will increase
 - Yellow lines are visually intrusive

12. Additional HGV/weight restrictions

- There should be a ban on HGVs in Silsoe north of Park Avenue
- There should be a weight restriction for vehicles entering Wrest Park

13. H-Bars

- Concern that the new restrictions will encourage people to park near driveways making exiting and entering difficult.

14. Speed enforcement issues

- The reduction in the speed limit is an excellent idea but needs to be done in conjunction with speed enforcement by the police

15. Extensions of double yellow lines

- Extend the double yellow lines in the central area on the High Street to guard against poor parking
- Extend the parking restrictions on the south side of Park Avenue

16. Noise and air pollution

Comments from residents that were concerned that the scheme proposal will increase levels of noise and air pollution

17. Silsoe Parish Council Comments

Further to several meetings with you and a period of public consultation with the residents of Silsoe; the Parish Council have considered the above Pedestrian enhancement scheme. The Parish Council have discussed the proposal and plans put forward by Central Bedfordshire Council and agree in principal to the proposal, subject to the final details being agreed.

18. Bedfordshire Police has raised no objections to any of the proposals.

Central Bedfordshire Highways' response to the points above are as follows:-

19. Extending the proposed 20mph speed limit to additional areas

It can be seen that there may be benefits to extending the 20mph speed limits to other areas. However, in order to extend the 20mph speed limit along Ampthill Road then there would be a need for a significant amount of additional traffic calming measures in order to comply with DfT guidance and legislation. This would be outside the scope and budget of this S106 funded scheme.

20. Additional raised tables – (Park Avenue and Ampthill Road)

It is acknowledged that additional traffic calming measures on Ampthill Road could be of benefit. Unfortunately this scheme is unable to concentrate on Ampthill Road separately as the S106 legal agreement clearly states:

“for the purposes of improvements to the pedestrian environment within High Street Silsoe”.

A number of measures were considered for this area. A number of these had to be discounted due to the proximity of listed buildings that are reported to have structural movement issues. It is highly likely that adding a raised table here would exacerbate these issues for these properties.

There is no scope for adding a footpath along Park Avenue as the verge that people walk on is privately owned and not public highway.

21. Objection to waiting restrictions near the shop

The single yellow lines have been chosen to be taken forward as means of dealing with the congestion in the village centre which was a source of much concern for the parish council and local residents.

In order to strike a balance of keeping traffic moving and not restricting trade for the village shop that single yellow lines were the best solution. In the resident survey this was also the most favourable solution from respondents.

By restricting parking at the peak-hour times only would enable traffic to flow at a suitable speed. The volume of two-way traffic and the physical environment at these times will encourage drivers to negotiate the centre of the village at low speeds. At times when there is a reduced flow in each direction, vehicles would be able to park in this area. This would act as informal traffic calming when the bi-directional balance of traffic is reduced.

We are aware of the conservation area in Silsoe and therefore have planned to implement any lining in the conservation area in the colour of primrose.

22. Additional HGV/weight restrictions

The design of the scheme proposes several raised features in the norther part of Silsoe. It is felt that these are sufficient to discourage larger vehicles using this as access/exit route.

It would not be possible for us to implement a weight ban on vehicles legitimately accessing Wrest Park in line with business activities.

23. H-Bars

It is accepted that there the scheme could be enhanced by the judicious use of H-bar markings at vehicle cross-overs. We will work with the parish council and local residents to implement these as necessary.

24. Speed enforcement issues

This scheme has been designed specifically to enhance the pedestrian experience of the High Street. The principal means of doing this is by reducing the speed of traffic through the village. It is anticipated that the speed reduction measures proposed will be self enforcing and help drivers to comply with the speed limit. This will therefore reduce the need for enforcement of the speed limit for the Police.

25. Extensions of double yellow lines

The scheme has been designed to try and keep parking restrictions to a minimum in order to aid the low speed flow of traffic at peak times without impeding the trade of the local shop. It is unusual that drivers park over vehicular entrances to the highway. To help facilitate access and egress we note these concerns and will look to add H-bar markings to help prevent access issues.

On Park Avenue the scheme has proposes to install the proposed double yellow lines to enable access and maintain visual splays for pedestrians and drivers. The proposal recognises some need for parking and has allowed for some parking away from the junction. Utilising informal parking in this way will help to reduce the speed of vehicles exiting Wrest Park and approaching the centre of the village where there is likely to be higher levels of activity and vulnerable road users.

26. Noise and air pollution

It is accepted that the scheme as proposed will marginally increase noise and air pollution levels. We are confident that these small increases will be well within acceptable levels set by DefRA.

Conclusion

27. The scheme proposed aims to enhance the High Street for pedestrians utilising S106 money from the development of the former Cranfield University land. This scheme has been achieved with input from the CBC ward member, Silsoe parish council and local residents over a long period of time.
28. The published proposals for Silsoe are based on residents' preferences from the earlier preliminary consultation exercise. With a few exceptions, few outright objections to the proposals have been received from the scheme. The proposal has been generally well received and therefore it is recommended that the published proposals be implemented.
29. If approved, the works are expected to take place during the second quarter of financial year commencing in April 2017.

30. **Appendices:**

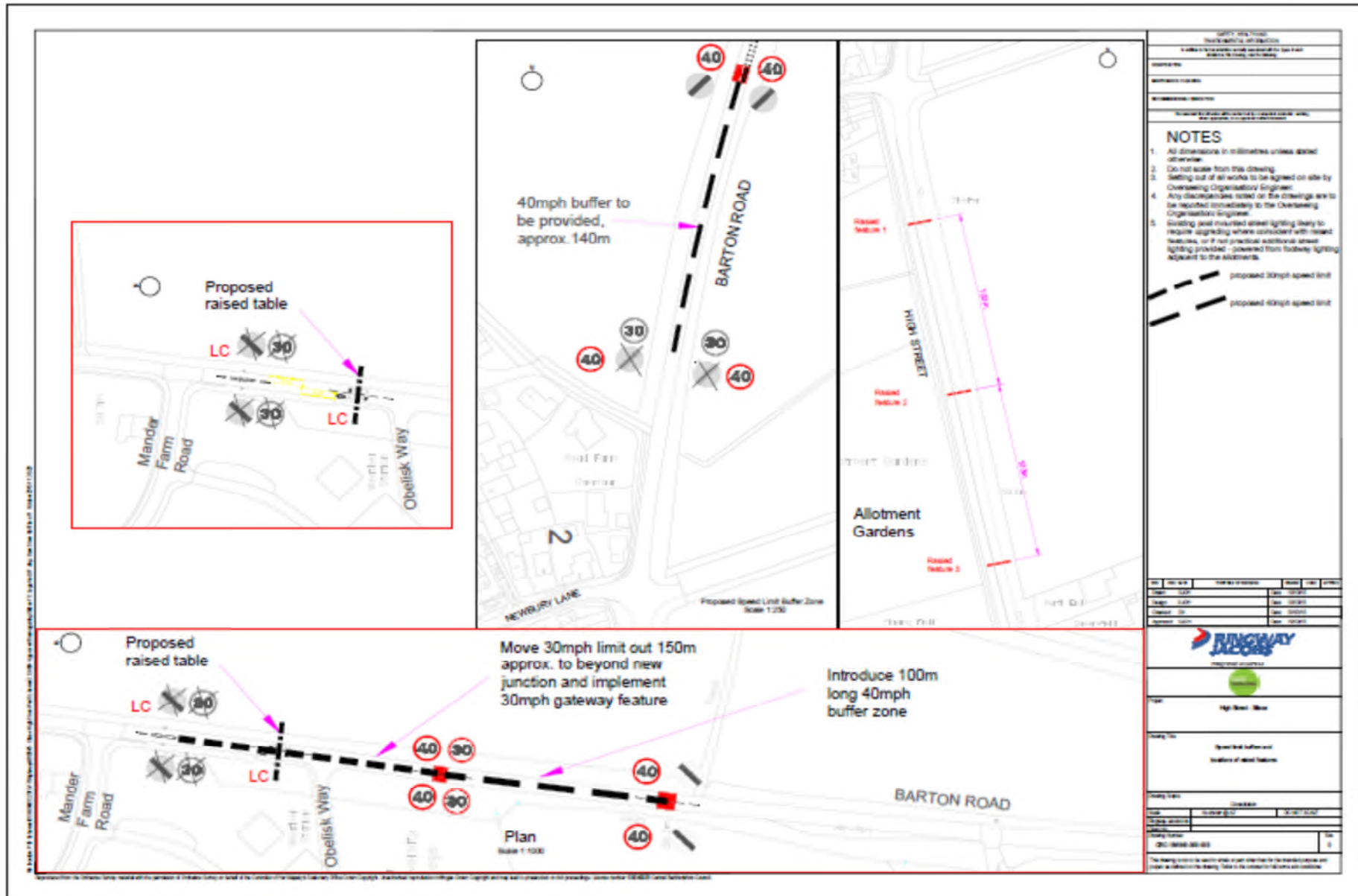
Appendix A – Drawings of Statutory Consultation Proposals

Appendix B – Further Scheme Information

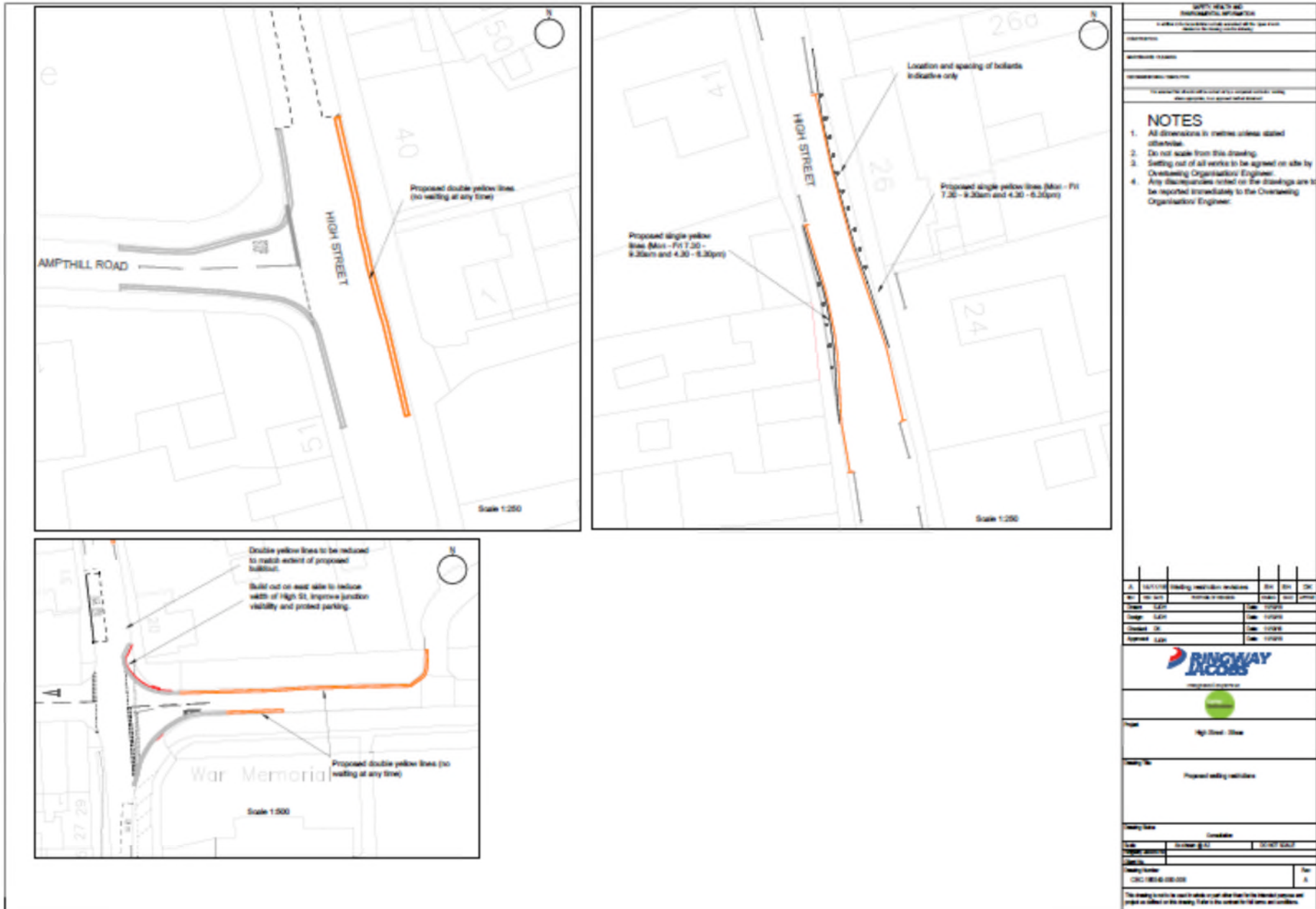
Appendix C – Public Notice of Proposals

Appendix D – Representations

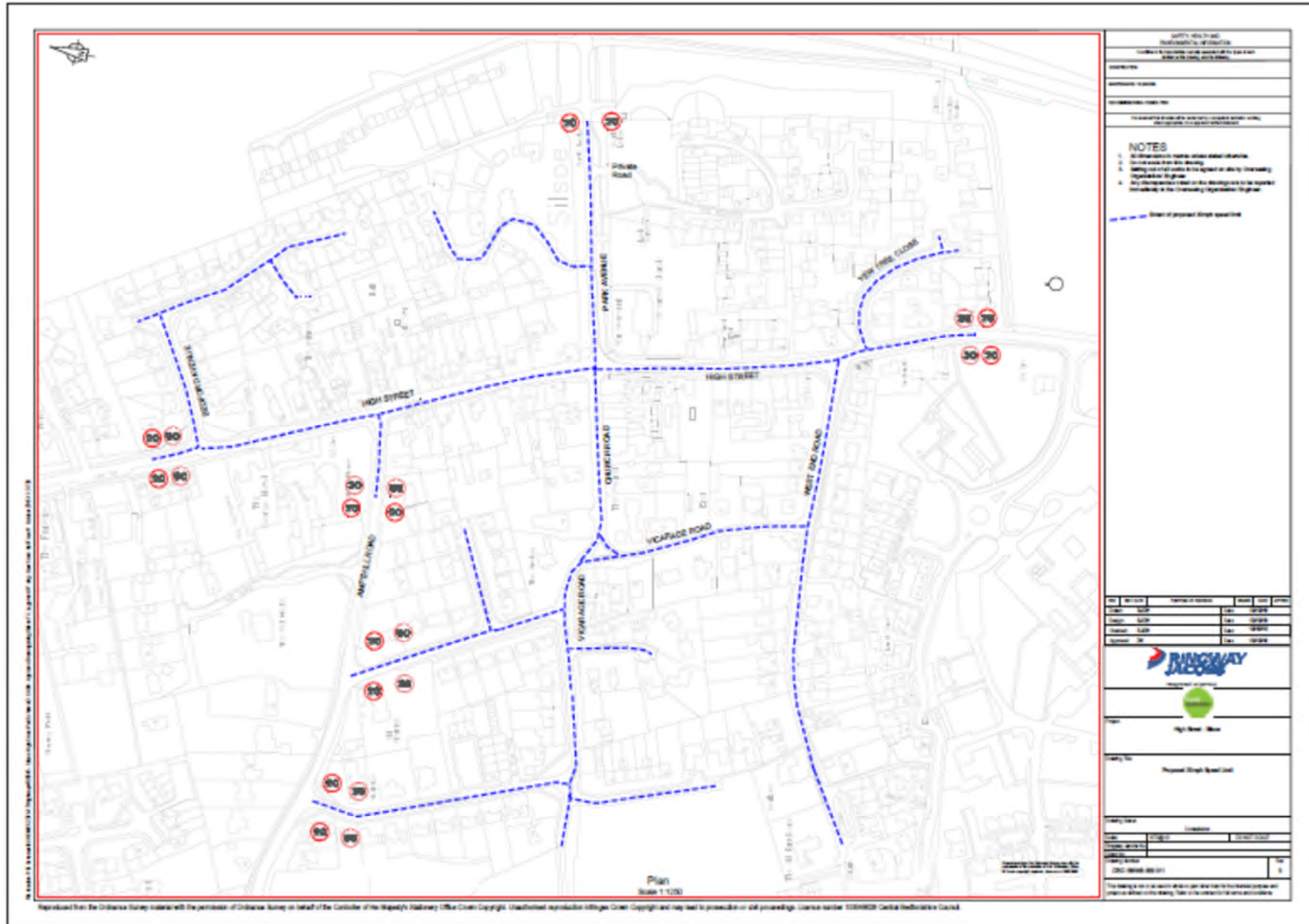
Appendix A - Raised tables and 40mph buffer



Appendix A - Waiting restrictions



Appendix A - 20mph speed limit



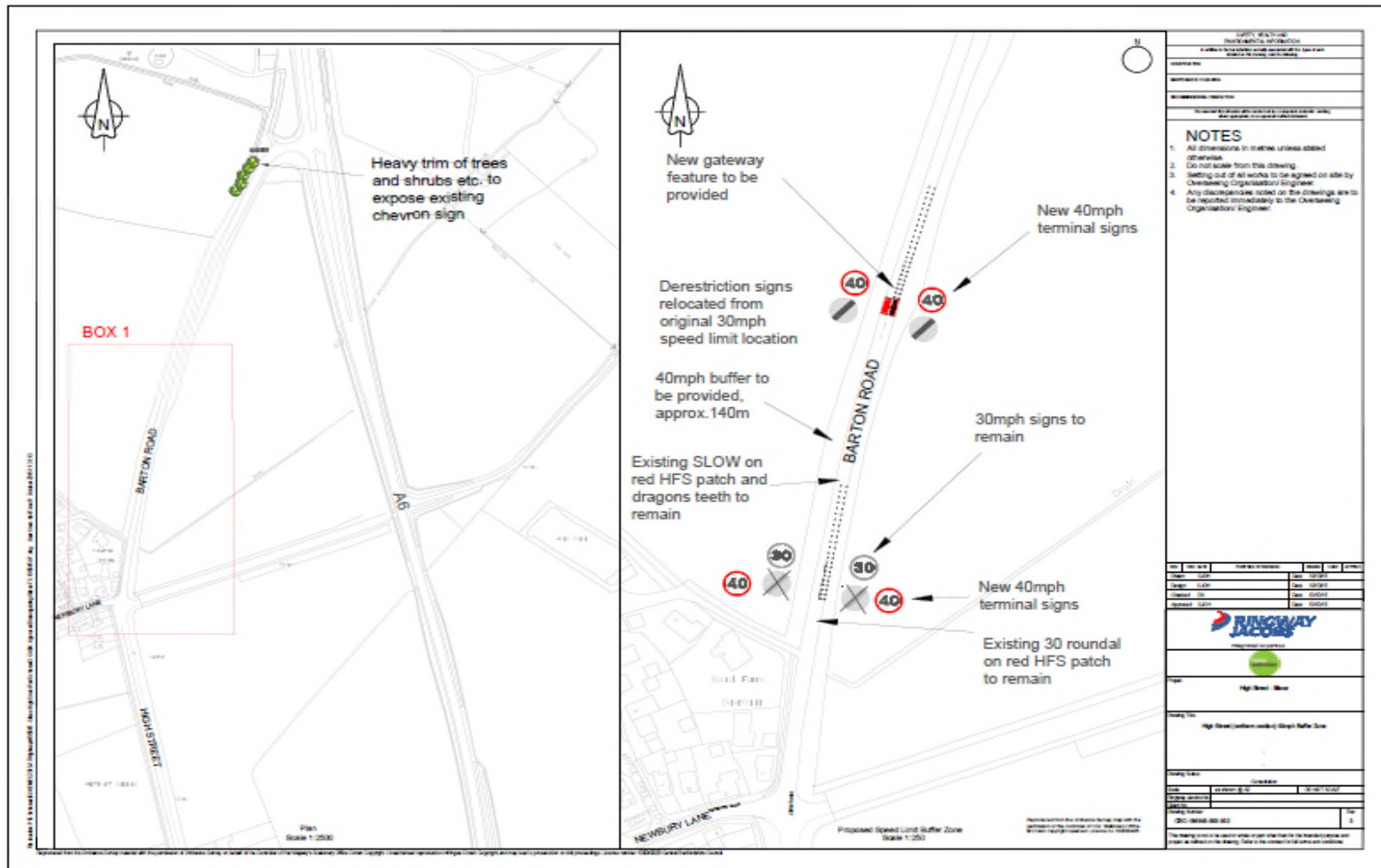
Appendix B - Further Scheme Information

High Street (Northern section)

Proposal: Introduction of a 40mph speed limit buffer to help reduce the speed of traffic approaching the village from the north.

The proposal includes:

- 40mph speed limit on the approach to the village
- Trimming foliage and vegetation
- Implement 'Dragons teeth'
- 40mph roundel on carriageway

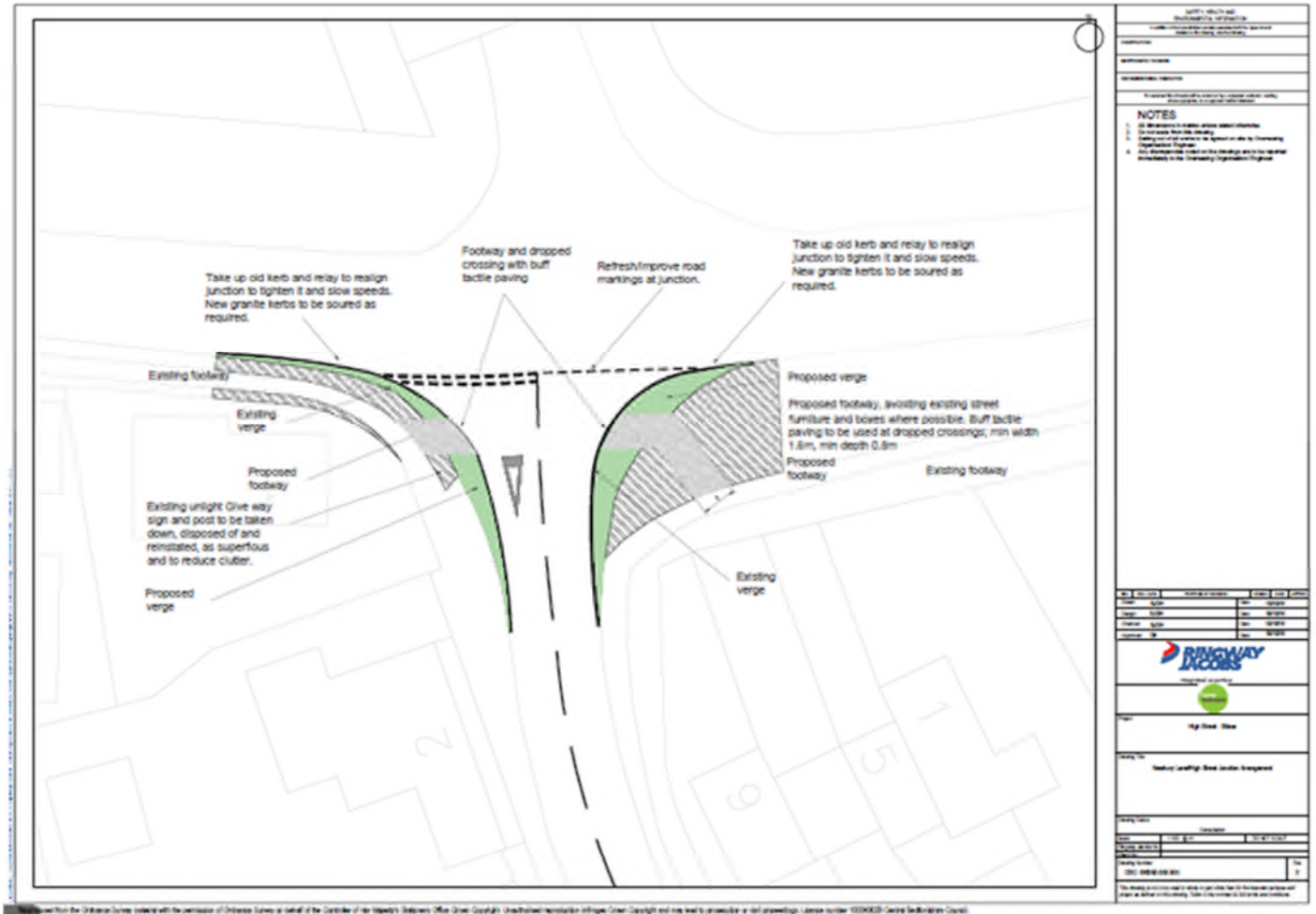


Newbury Lane/High Street junction

Proposal: Tightening the junction and re-aligning the footway to reduce vehicle speeds and improve crossing the side road for pedestrians.

Raising the junction as a whole was considered but would be quite costly due to the size of the junction.

Reducing the speed using raised tables near the allotments would have greater speed reduction benefits.



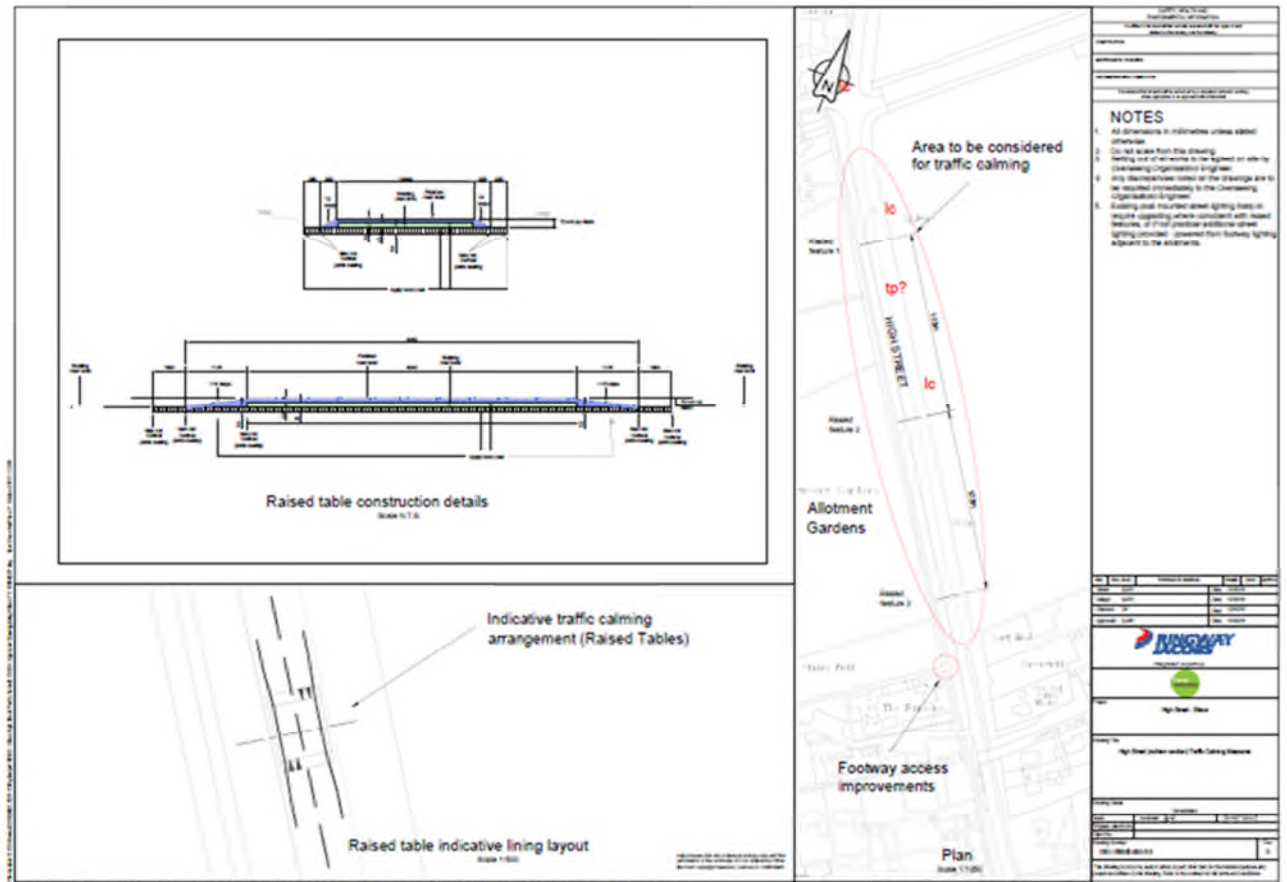
High Street (near the allotments) Traffic Calming Measures

Proposal: Implement three raised tables to reduce the speed of vehicles along this section of the High Street.

The majority of residents that attended the exhibition and filled in the survey agree that physical measures to reduce the speed of traffic at this location are necessary.

Most residents supported the raised table option. This is something that we would agree with from a Highways perspective as raised tables do not rely on the bi-directional flow of traffic in order to be most effective.

In addition there are no residential properties in the area that would be affected by slight increases in noise or vibration.



Ampthill Road/High Street Junction

Proposal: Improving visibility at the junction by implementing double yellow lines opposite Ampthill Road junction

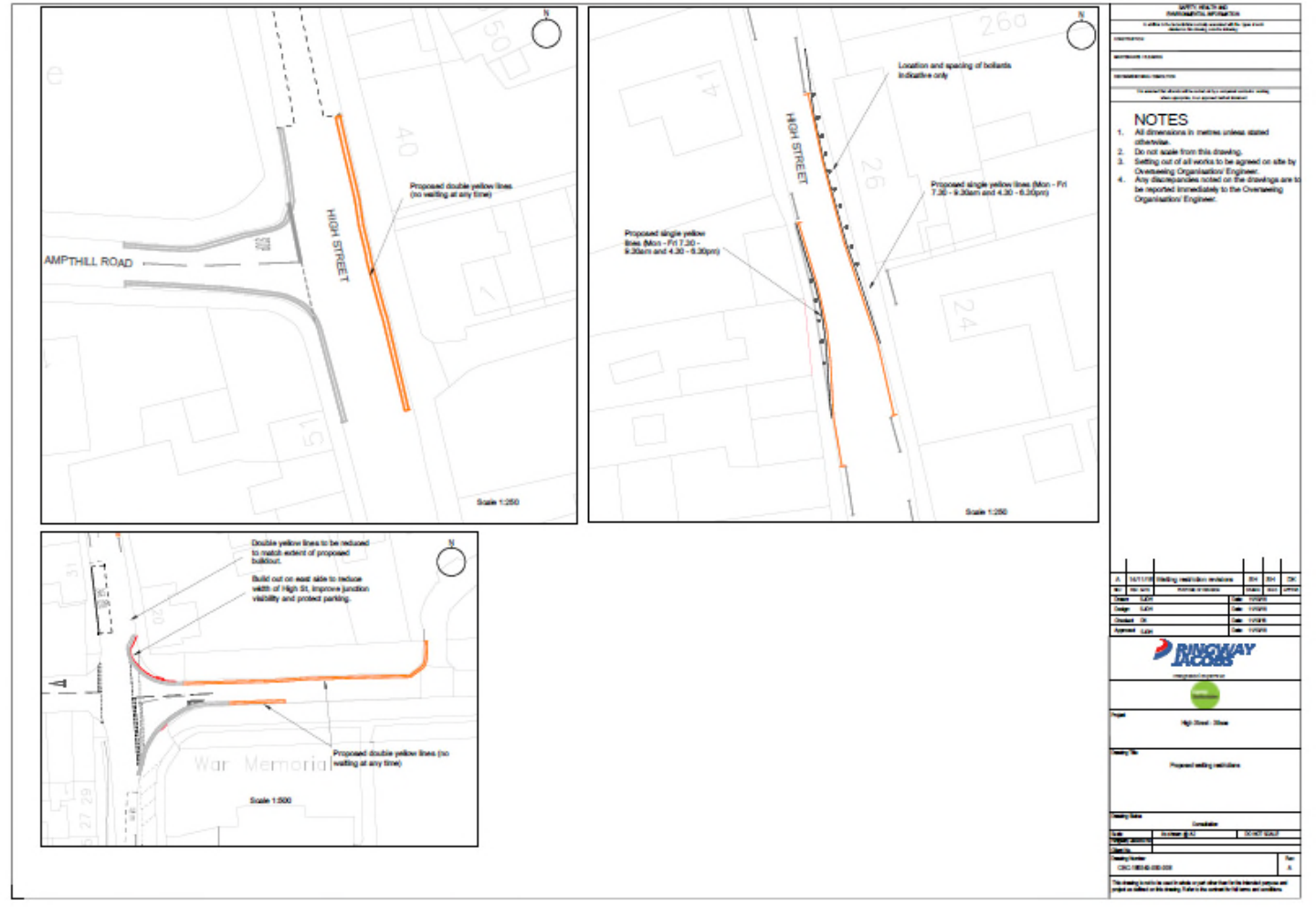
Silsoe Village Centre

Proposal: Single yellow lines and bollards - Pedestrians can be protected in this area by implementing bollards which will prevent vehicles mounting the kerb. Also this option will help to improve pedestrian sightlines and make it easier to cross the road to access the local convenience store.

A particularly sensitive area in the village, this will help to reduce congestion in this section of the High Street.

Included in this is the removal of the protected parking island adjacent to 43 High St.

The parking restrictions option is favoured by people who attended the exhibition and returned the survey. This will enable peak time congestion to be reduced with a minimal impact on the trade of the convenience store.



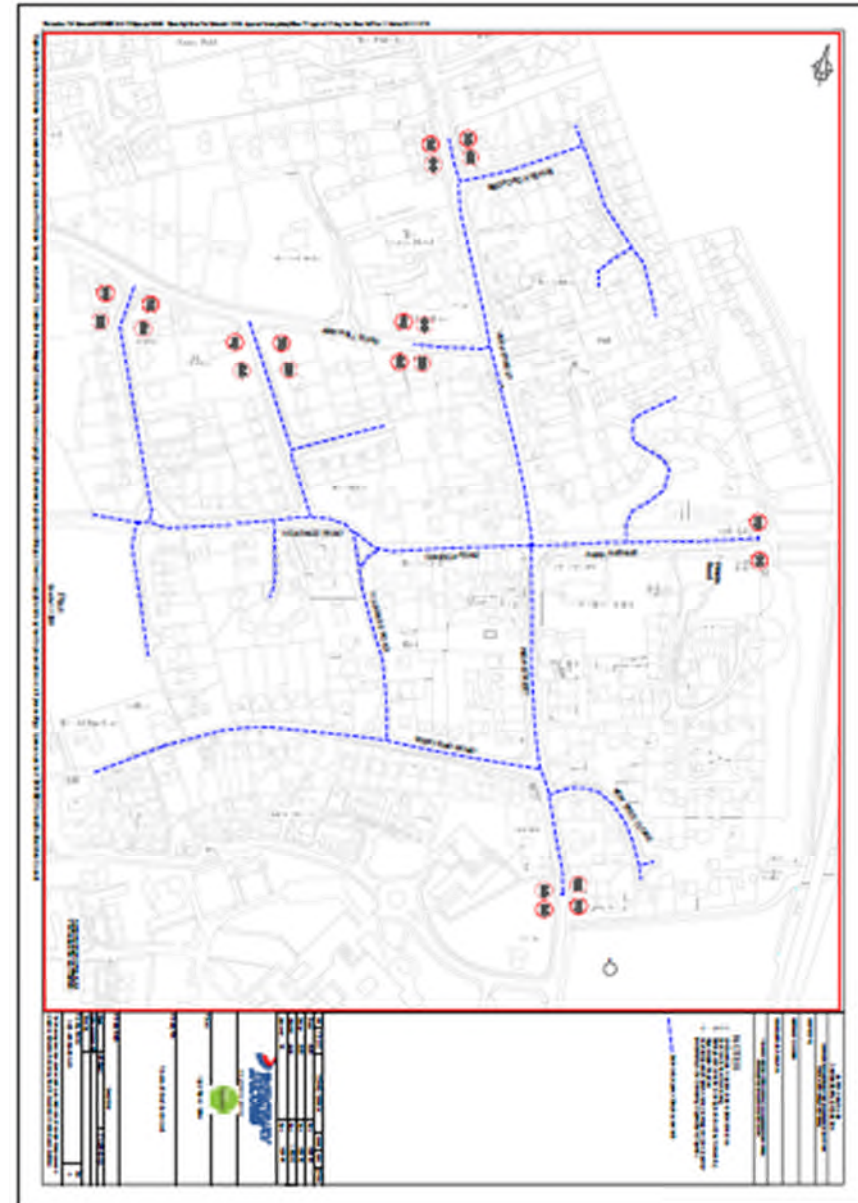
20mph Speed limit in the Central Area of Silsoe

Proposal: Introduce a 20mph speed limit in the central area of Silsoe that sees the most amount of activity.

A 20mph speed limit to be in place between the High Street/Bedford Avenue junction and the Yew Tree Close/High Street junction.

This proposal provides us with the opportunity to include other roads in the vicinity also which is what will be consulted upon.

A large majority of Silsoe residents agree that the centre of the village should be subject to a 20mph speed limit.



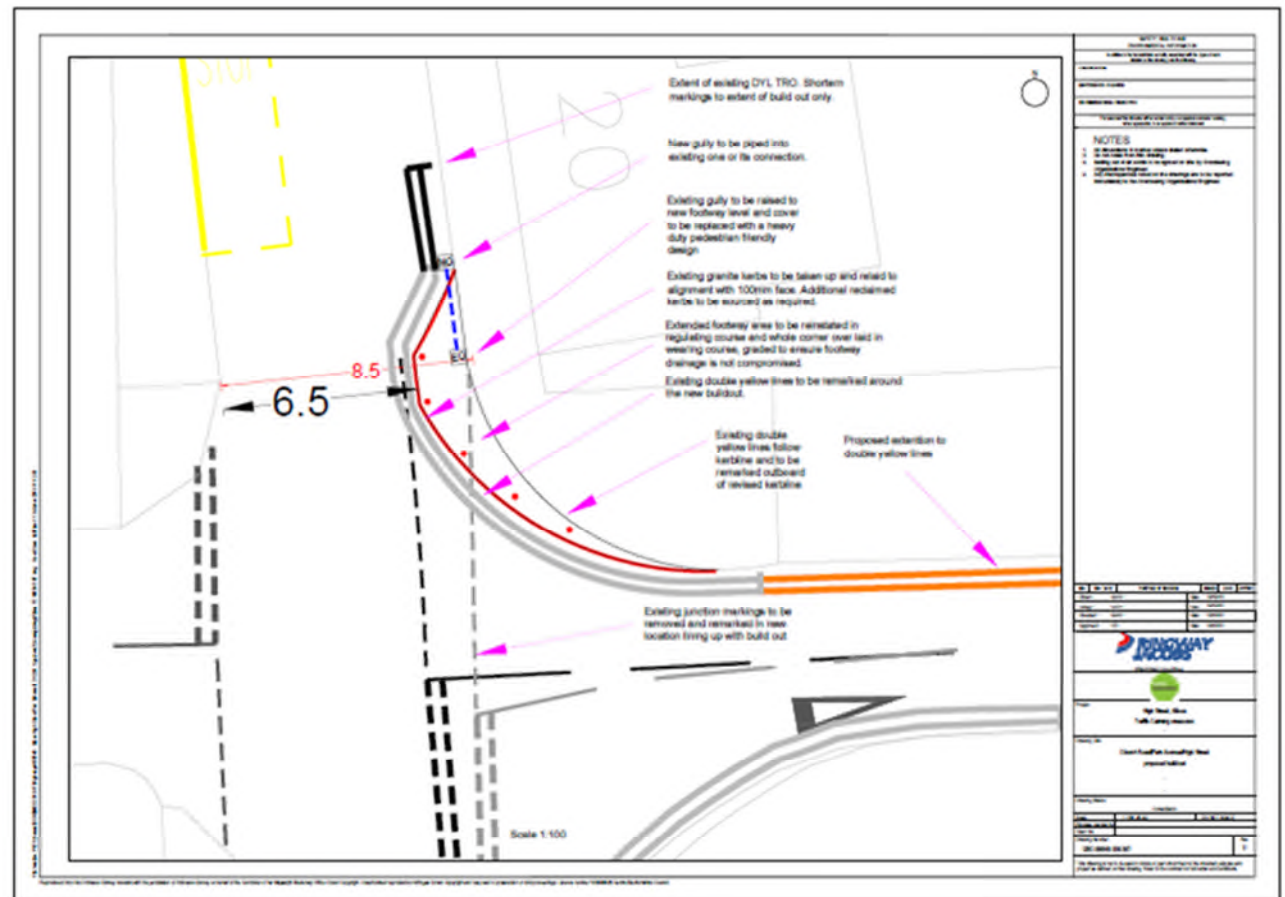
Church Road/Park Avenue Junction

Proposal: To extend the kerb-line and advance the give-way line on the Park Avenue junction be taken forward. improve sightlines for vehicles to be able to see pedestrians and other traffic, as well as help to reduce the speed of traffic in the part of Silsoe where there is the highest levels of pedestrian activity.

A large proportion of residents expressed favour for raising the whole of the junction.

However, during the public exhibition it came to light that there are already issues with movement and deterioration of the Grade II listed properties opposite the Park Avenue junction. These are thought to be caused by the traffic accessing Wrest Park.

It has therefore been necessary to eliminate this option from being taken forward and to proceed with this option.



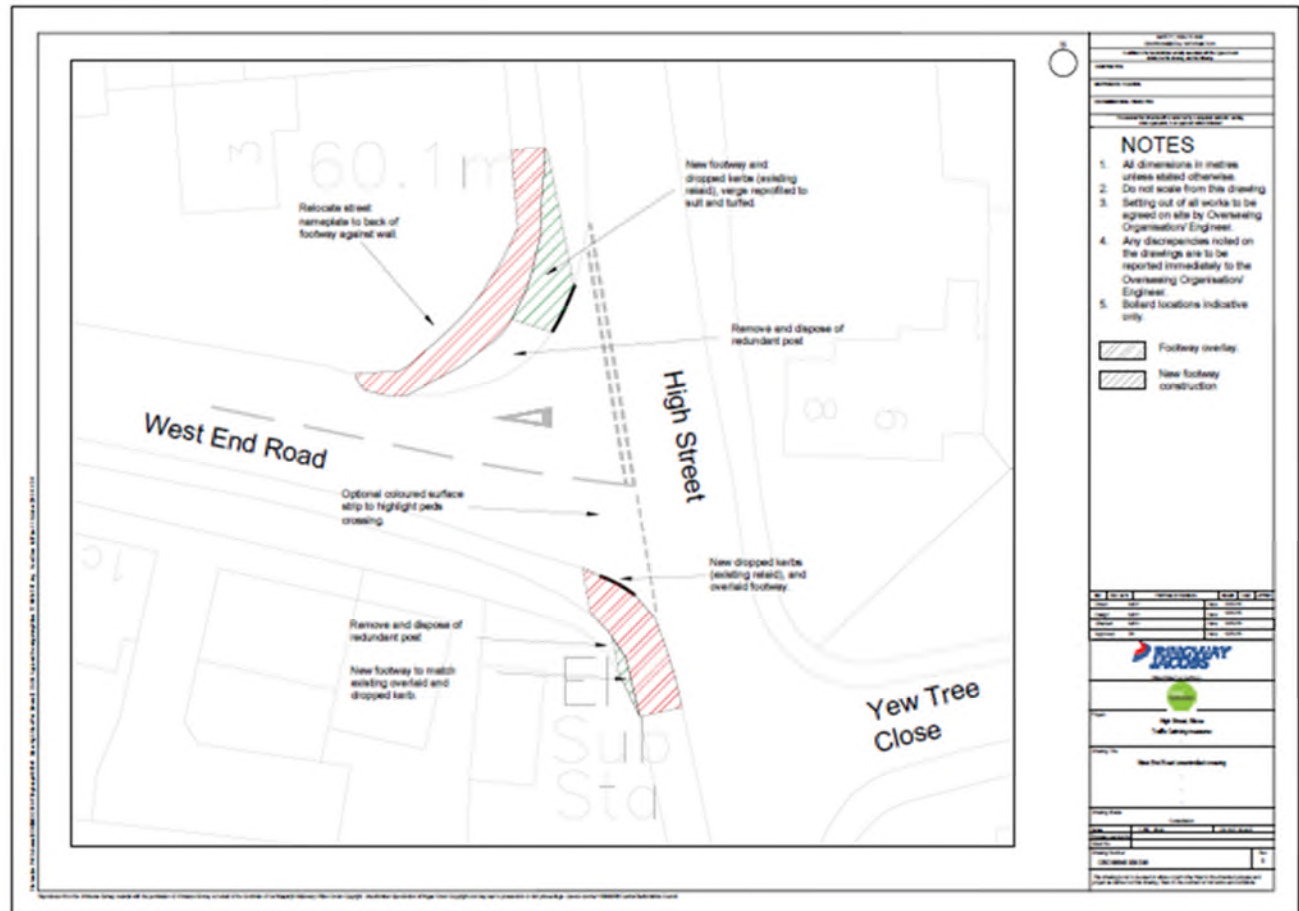
West End Road/High Street Junction

Proposal: re-align footpath and add drop kerbs. It is advantageous to re-align the footpath as there is a clear 'desire line' for pedestrians who cross the side road (West End Road).

West End Road is a low-flow and low speed road. Consequently measures are of lesser overall benefit.

The raised table option is favoured by residents although there were some mixed views as to whether there should be anything at all done at this location. In addition, a raised table for the dimensions needed would be quite visually intrusive and an expensive option.

As we are looking to implement a raised table close by on Barton Road this could be seen as superfluous and something that could be sacrificed.

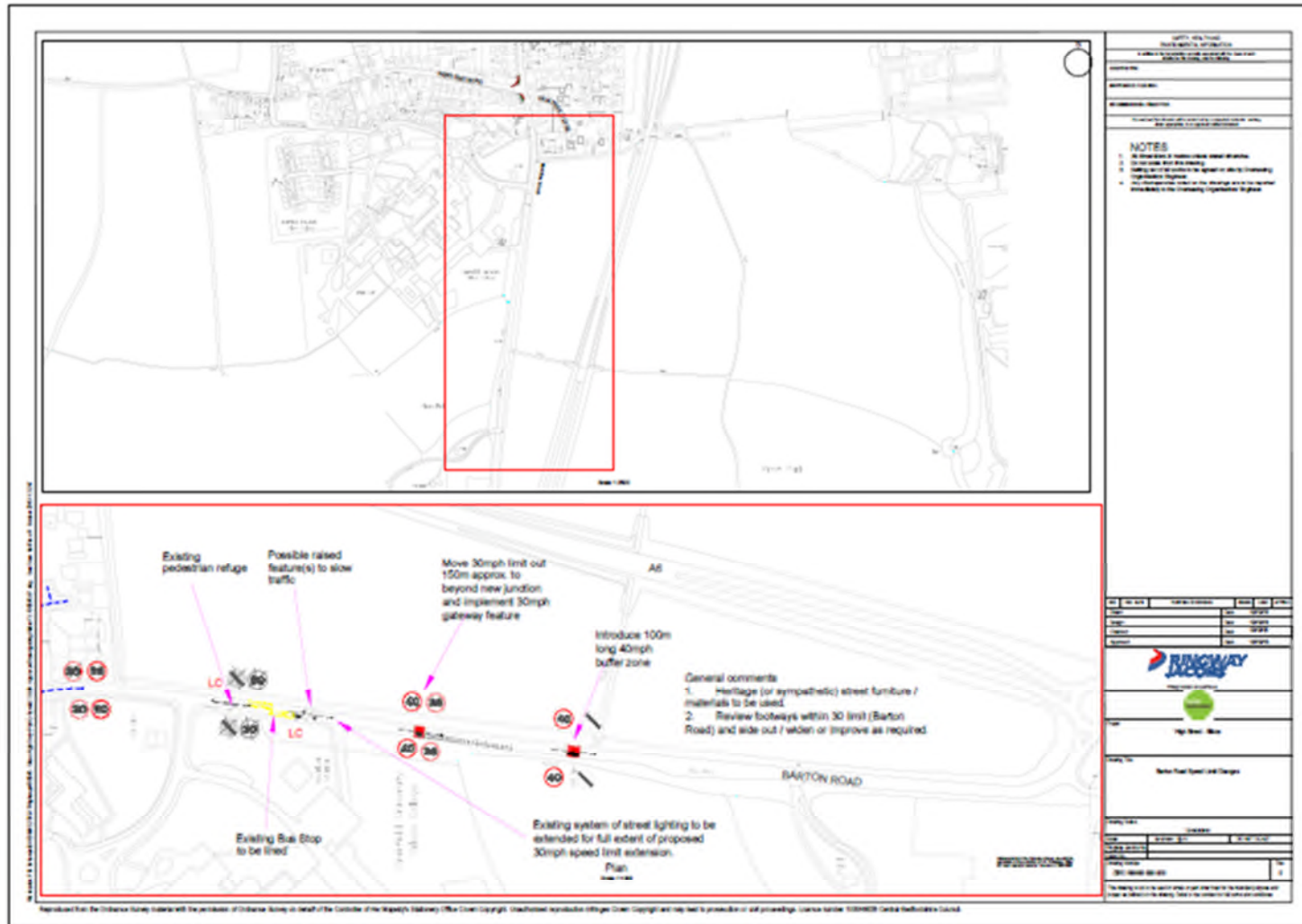


Barton Road Speed Limit Changes

Proposal: To introduce a 40mph speed limit buffer, extend the 30mph speed limit and provide a raised table to help reduce the speed of vehicles approaching the village from the south.

The proposal includes:

- 40mph speed limit buffer zone on the approach to the village
- Move out the 30mph speed limit to cover the Obelisk Way junction
- Raised table to slow vehicle speeds
- Roundels on carriageway



PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL RAISED TABLES IN HIGH STREET AND BARTON ROAD, SILSOE

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-1 of the Highways Act 1980 and all other enabling powers, propose to construct Raised Tables in High Street and Barton Road, Silsoe. These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

Raised Tables at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road are proposed to be sited at the following location in Place:-

1. High Street, at a point approximately 75 metres south of its junction with Newbury Lane.
2. High Street, at a point approximately 178 metres south of its junction with Newbury Lane.
3. High Street, at a point approximately 281 metres south of its junction with Newbury Lane.
4. Barton Road, at a point approximately 78 metres south of its junction with Mander Farm Road.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 6 January 2017.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

1 December 2016

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NEW SPEED LIMITS IN VARIOUS ROADS IN SILSOE

Reason for proposal: The 20mph speed limit proposal is intended to reduce traffic speeds in the centre of the village and create a safer environment for pedestrians. The 30mph and 40mph speed limits are intended to reduce the speed of traffic entering and leaving the built-up area. The new speed limits are part of a road safety scheme and are being promoted in combination with other speed reducing measures.

Effect of the Order:

To introduce a 20mph Speed Limit on the following roads in Silsoe:-

- High Street, from 30m north of Bedford Avenue southwards to 70m south of Yew Tree Close
- Ampthill Road, from High Street westwards for 50m
- Church Road
- Poplar Close
- The Orchards
- Park Avenue
- Bedford Avenue
- Fir Tree Road
- West End Road
- The Rowans
- Vicarage Road
- Holly Walk
- Yew Tree Close

To extend the 30mph Speed Limit on the following length of road in Silsoe:-

1. Barton Road, from a point approximately 200 metres south of its junction with West End Road extending in a southerly direction for approximately 150 metres.

To introduce a 40mph Speed Limit on the following lengths of road in Silsoe:-

1. Barton Road, from a point approximately 350 metres south of its junction with West End Road extending in a southerly direction for approximately 100 metres.
2. High Street, from a point approximately 102 metres north of its junction with Newbury Lane extending in a northerly direction for approximately 140 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 6 January 2017. Any objections must state the grounds on which they are made.

Order Title If made will be "Central Bedfordshire Council (Various Roads, Silsoe) (20mph Speed Limit) Order 201**" and "Central Bedfordshire Council (Barton Road and High Street, Silsoe) (30mph and 40mph Speed Limits) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

1 December 2016

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE AND AMEND THE WAITING RESTRICTIONS IN HIGH STREET AND PARK AVENUE, SILSOE

Reason for proposal: The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions and other critical lengths of road are not obstructed by parked vehicles.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Silsoe:-

1. High Street, east side, from a point approximately 12 metres north of the south flank wall of no.40 High Street extending in a southerly direction for approximately 34 metres.
2. High Street, west side, from a point approximately 4 metres south of the boundary of nos.39 and 41 High Street extending in a southerly direction for approximately 28 metres.
3. Park Avenue, north side, from a point approximately 6 metres east of the front wall of no.20 High Street extending in an easterly direction to its junction with The Rowans.
4. Park Avenue, south side, from a point approximately 15 metres east of the front wall of no.20 High Street extending in an easterly direction for approximately 14 metres.

To remove the existing No Waiting at any time on the following length of road in Silsoe:-

1. High Street, east side, from a point approximately 3 metres north of the south flank wall of no.20 High Street extending in a northerly direction for approximately 3 metres.

To introduce No Waiting Monday to Friday from 7.30am to 9.30am and 4.30pm to 6.30pm on the following lengths of road in Silsoe:-

1. High Street, east side, from a point approximately 4 metres south of the boundary of nos.26 and 28 High Street extending in a southerly direction for approximately 37 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 6 January 2017. Any objections must state the grounds on which they are made.

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

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

1 December 2016

Appendix D - Representations

1)

Proposed speed limit restrictions for Silsoe.

I am in agreement with the speed limits being applied for in Silsoe but was wondering whether Ampthill Road and Newbury Lane could be included.

I live just off Ampthill Road and when I am taking the dogs for a walk notice that cars do speed down this road.

I also notice that Newbury Lane is the same.

2)

This proposal would be greatly improved by starting the 20mph limit on Ampthill Road before (to the West of) Fir Tree Road. This would:

1. Reduce cost. The set of signs at Ampthill Road/ Vicarage road would not be needed.
2. Simplify. Essentially the whole village would become a 20Mph zone, rather than the whole village apart from a bit of Ampthill Road.
3. Increase pedestrian safety. With the village school now moved to the south of the village, children from the north of Ampthill Road will be crossing Ampthill Road on their way to school. This road is subject to a high volume of fast traffic, particularly in morning and evening rush hours, both on their way to/from Wrest Park and also rat-running to avoid congestion at the Clophill Roundabout. If this traffic is not significantly slowed there will soon be a serious accident.

You should also consider raised tables along Ampthill Road to slow the traffic as most drivers take no notice of existing village speed limits,

3)

Dear Sirs

We were very concerned to read the following comments at http://www.centralbedfordshire.gov.uk/Images/silsoe-additional-info_tcm3-20501.pdf

'Church Road/Park Avenue junction

A large proportion of residents expressed favour for raising the whole of the junction. However, during the public exhibition it came to light that there are already issues with movement and deterioration of the Grade II listed properties opposite the Park Avenue junction. These are thought to be caused by the traffic accessing Wrest Park. It has therefore been necessary to eliminate this option from being taken forward and to proceed with this option.'

Is anything being considered to remedy the problems that these cottages are suffering from? It is wrong, and somewhat ironic, that a conservation area is being subject to such a volume of traffic. While our house, 20 High Street, has experienced no problems of that nature thus far, this may change with the size and increasing number of large vehicles using Park Avenue past the south side of our house, as well as those who ignore the sign to turn left but turn right, passing the west face of our house. Why can the High Street from Park Avenue northwards not be a lorry ban area as in Maulden Road, Flitwick where the lorries turning out of the industrial estates must turn left? An even better solution would be to have a weight restriction on vehicles accessing Wrest Park. With this comment in mind about the deterioration of the cottages in mind, we would like assurances that the proposed works will have no impact on the structure of our house or any damage to it while the work is being carried out, or indeed afterwards. We would also like an assurance that if the house, which was repainted this year, is soiled during the work, it will be put back to its current state.

Can you confirm whether or not there are plans to put measures in place to prevent vehicles mounting the pavement outside the High Street face of our house, and between our drive and that of number 24. A major problem is motorists parking on the pavement, blocking the pavement to pedestrians, those with pushchairs and those in mobility scooters. Some drivers mount the pavement at speed which could be lethal to anyone coming out of our High Street gate (and in particular to our young grandchildren), and some leave their engines running while they visit the shop, causing noise and fumes to penetrate our windows. There needs to be a much higher kerb or bollards to ensure vehicles park on the road, not the pavement.

Another issue caused by parking between the H-bars for number 24's drive and our H-bar is that when we come out of our drive, it is frequently impossible to see what, if anything, is approaching because of vans and lorries parked. We therefore have to creep out hoping that no cars are coming. It is an accident waiting to happen. In addition, if a vehicle is overhanging the H-bar, something else which frequently happens, and there is a vehicle parked across the road, the manoeuvre to turn right is an extremely tricky one, often involving reversing.

We notice too that there is no H-bar drawn on the plans for our parking spaces outside the Park Avenue side of our house. Please can you confirm that this has not been overlooked.

4)

I strongly object the plans to apply waiting restrictions on the High Street Silsoe and on Park Avenue Silsoe. This will have a large impact on my business as these are our peak times, and may force us to close, which will be another service that Silsoe will lose. We have already lost a lot of trade since the High Street was narrowed.

The main probably is that the road should not have been narrowed in the first place, as parked cars is a natural form of traffic calming. At present you have vehicles parked along this part of the road, which makes vehicles slow down, but if the parking restrictions come into place then vehicles will be going through the High Street at high speed.

I am here at all different times of the day from 0600 to 2130 and have see vehicles going through at 0600 at speed of 60mph plus when there are no vehicles parked around this part of the road, whilst at the peak times, (the waiting restriction times) they are having to slow down to let each other past.

Yellow lines are ugly and would not look at all nice in this beautiful part of the conservation area of Silsoe.

5)

I am writing to make an objection to the proposed pedestrian enhancements for Silsoe Village Centre.

As a High Street resident, I see on a daily basis the traffic congestion problems. The proposed waiting restrictions between 7.30-9-30am and 4.30-6.30pm may offer some help, although I feel will largely be ignored and difficult to police. But throughout the rest of the day there will be congestion in the area of the shop. Sometimes, the only way to relieve this congestion and to allow two vehicles to pass is for one vehicle to mount the pavement. Not an ideal solution.

The introduction of pavement bollards along this stretch of the High Street will only make matters worse, as there will be no way of allowing two cars to pass. Surely it would be better to have some kind of priority system in place.

6)

Dear Traffic Management team,

I am writing to you with regard the consultation currently taking place on the traffic management proposals for Silsoe. I agree with the majority but have one concern about the Amptill Road/ High Street proposal to put double yellow lines opposite the junction. I agree that these lines are needed, but would ask that you consider the impact this will have on Amptill Road. It is likely that people will park there instead - just on from the yellow lines. This is a busy road and it can be dangerous when people park close to the junction, as cars do come around the corner quite fast.

We live on Ampthill Road quite close to the junction and are concerned that people will just park outside / opposite our house making crossing the road dangerous, making this a hazardous junction for vehicles, and also restricting access to our driveway or making it difficult to enter/exit safely.

Please can you consider this when finalising the proposed measures. By putting the new double yellow lines in without considering this, does this just move the problem to Ampthill Road?

Thanks in anticipation.

7)

Dear Traffic Management Team,

I am a resident of Ampthill Road in Silsoe. Whilst I welcome the new speed limits proposed for the village, I'm very disappointed that the proposed 20mph limit on Ampthill Road does not start from a point to include all of Ampthill Road.

There has been a huge increase in traffic in the past 2 years or so. Some of this is due to the new estate in the village and the revival of Wrest Park and the businesses sited there, but a significant amount is due to rat runners avoiding the Clophill roundabout and cutting through the village. The morning and evening rush hours are extremely busy and sadly, most of the vehicles are speeding.

Many children from the northern end of Silsoe use Ampthill Road to walk to school and this has now increased this term due to a new footpath being opened up along Mander Farm Road to connect to the roads to the new school (which is just about to open). They have to cross Ampthill Road to travel down either Fir Tree Road or Vicarage Road to access the new footpath. The crossing points will not be within the 20mph zone and there is a blind bend in the road (near The Maples) which makes crossing very dangerous, especially when vehicles are speeding. This has always been a difficult road to cross at these points.

Many cars also cut through Vicarage Road and on to Church Road to avoid the congestion at the High Street T-Junction. There is no footpath on Church Road. Although this is within the 20mph zone, the best way to discourage drivers cutting through is to make these roads Access Only. Surely this is a fairly inexpensive way to calm traffic? In fact, I wonder if the entire village should become Access Only?!

I'm pleased that something is being done to address the traffic problems in our village but with the building of the large estates in Steppingly and Ampthill, even more traffic will be cutting through. Until the Clophill roundabout functions more smoothly, this problem will just continue to grow.

In summary, please move the 20mph zone to include the whole of Ampthill Road!

8)

Dear Team,

Enclosed are documents setting out our objections regarding the 20mph speed restrictions with reference to Ampthill Road. We fully support the overall proposals but feel that the residents of Ampthill Road, and those attempting to cross it, have been overlooked.

The new proposed crossing to allow Primary age children to cross outside no 34 giving them access to the new village school adds even further weight to the need to extend the 20mph limit at least as far as the Maples.

If extended there would be no need for 2 sets of restriction signs on Fir Tree Road or Vicarage road.

I received unanimous support from the residents I was able to contact at this time of year. I am very happy to discuss any issue with you at your convenience.

I would appreciate a brief acknowledgement of this submission by e-mail.

Yours sincerely

9)

The new proposed speed limits in various roads in Silsoe refers.

The village has seen a dramatic increase in both pedestrian and vehicle traffic over recent years, creating a risk for pedestrians of all ages.

The proposal to reduce various speed limits from 30 mph to 20 mph is an excellent proposal on the face of it. However this needs to be done in conjunction with speed enforcement, something that i have never seen take place in Silsoe by police. The odd group of civilians have undertaken speed checks, but it counts for nothing in reality.

A case in point was when the speed limit was changed back from 50 mph to 30 mph along the High street from The George Hotel to where the old Lord Nelson Pub was in Newbury Lane. Just about every motorist travels this section at 50 mph, despite the speed limit being only 30 mph. The speed board that lights up when motorists exceed 30 mph will testify to this - it looks more like a disco board than a speed board at most times in the day and night.

While i welcome the move, i think it will be a waste of time, money and effort if no speed enforcement is carried out to get the message home and change motorists behaviour in Silsoe

10)

Further to my original email below I now attach a second sketch which shows-

The pedestrian view from the existing crossing point on the north side of Ampthill Road / High Street Silsoe has a very limited line of sight. At best 16m for the pedestrian and even at 20 mph this gives very limited time to abort a crossing. The sight line with a pushchair is even less.

In practice the driver can't see until he is about 15m from the stop line and only 12m from the crossing point.

I think this should be addressed as part of any planned works.

From:

Sent: 19 December 2016 18:01

To: 'traffic.consultation@centralbedfordshire.gov.uk'

Subject: Silsoe Traffic Controls

The proposals do not address the risk to pedestrians at the junction of Ampthill Rd. & High St.

There are to very real risks which can be observed every day.

The parking restriction opposite Ampthill Rd. will help drivers, but not improve protection to pedestrians.

The attached sketch shows the two issues.

1. Traffic from the north turning into Ampthill Rd. is tempted by the layout to cut the corner.
2. Traffic from the south turning into Ampthill Rd. is tempted to drive too fast due to the wide bend and can bear-down on pedestrians at speed. Pedestrians tend not to cross on the corner because the road is so wide. They cross where show on the sketch.

11)

Dear CB TRAFFIC MANAGEMENT TEAM

When we acquired our house in the 90s we had very little parking outside our house as it was concentrated on the opposite side of the road.

When the path widening works and realignment of the kerb were put in place some 5 years ago all this changed and ever since we have constant lorries and cars parked up the kerb directly in front of our house. Not only causing an obstruction of the path but anti social behaviour such as engines left running while someone pops into shop. During the consultation for these proposals we supported the works to aid our neighbours, along with the yellow lines that were shown on the proposed plans outside our house. The yellow lines did Not materialise and our quality of life within our home has been greatly effected since.

Now that the new proposals are being tabled we see that even greater congestion is being placed outside our house, with restrictions being put in place around us but not directly adjacent to our house.

We really would like to stress the importance that the yellow lines are continued from no.39 to to the edge of our driveway entrance and people encouraged to park down park road where the impact of car parking will not cause congestion, obstructions or unsocial behaviour.

We feel that as a council you should not just listen to those who shout the loudest or are in positions of influence but to the individuals whose home lives are greatly effected.

Thankyou for your considerations we look forward to hearing back with some positive proposals.

12)

Dear Sir/Madame

I have read the proposals on your website relating to :

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL RAISED TABLES IN HIGH STREET AND BARTON ROAD, SILSOE

And

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NEW SPEED LIMITS IN VARIOUS ROADS IN SILSOE

And write to say that they have my whole hearted support.

However I do have serious concerns about the proposed no waiting proposals (CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE AND AMEND THE WAITING RESTRICTIONS IN HIGH STREET AND PARK AVENUE, SILSOE) as a compelling argument for having parked cars in the High Street, in my experience, is that they slow the traffic down considerably as it has to stop to let other vehicles past in the other direction. Without them this area I believe will simply turn into an unimpeded and inviting chicane racetrack for all the speeders coming through our village. Therefore regrettably I have to say I cannot support this element of the proposals.

However the first 2 are excellent - thank you,

13)

Hi there

I would like to give feedback on the proposals from Nick Shaw on the Silsoe High Street Pedestrian Enhancement Scheme.

In general I welcome all of the proposals. However I feel there are some important omissions.

The first is the Ampthill Road/ High Street junction. This is a dangerous junction at rush hour in Silsoe. Despite the 30 mile speed limit, we have commuters to and from Wrest Park speeding down Ampthill Road and pulling out in front of oncoming cars. I hope something more can be done here. I am no traffic expert and the only thing I can think of is speed bumps down Ampthill Road and a raised roundabout at the junction. Or maybe you could change the speed limit. As you come down Ampthill Road towards Silsoe, the road becomes more residential when you reach Newbury Lane. Perhaps at this point the speed limit should decrease to 20 mph?

The most important omission to me is that of the other end of Park Avenue. This is where the Wrest Park speeding traffic enters the Wrest Park Estate. As you walk from the High Street down Park Avenue there is no pavement, just a muddy sort of trail through the grass. I notice that most people do walk on the road here, although it is possible to get off the road and walk on the muddy trail. But when you come to the gatehouse lodges there is no other option to get into Wrest Park other than to walk around the railings and into the road. Unfortunately cars speed up and down here taking no notice of the speed limit. Back in December 2015 my daughter was nearly hit by a car as we were walking down here. Since then I have spoken with many people about this situation including David Taylor of Wrest Park Estates, English Heritage and Central Beds Highway Dept. David Taylor has taken the situation very seriously and has installed a speed bump on the private road on the other side of the gatehouse lodges. Now something needs to be done the other side on Park Avenue. I think this pedestrian enhancement scheme is the perfect place to introduce some measures here. I am quite saddened that nothing at this location has been included. I attended the public exhibition back in February and made my views known to Nick Shaw, Paul Salmon and the parish councillors. Either installing some speed bumps to slow the cars down or installing a pavement or path for pedestrian usage would surely be the best solution.

I hope you will look into the above points.

14)

Hello Nick

I'm glad to see you're still involved in the Silsoe project, and I can see that a lot of work has gone into the proposals.

There is just one aspect I would like to comment on, which is relating to Park Avenue.

I can see that you're proposing double yellow lines on the north side of the entrance, and my wife and I fully agree with this. But in addition to this **I really think that serious consideration should be given to extending the double yellow lines on the south side of Park Avenue, and to 10 metres past the entrance to The Rowans.**

As I'm sure you are well aware, this area is extremely busy due to all the traffic to and from Wrest Park (**108,760 visitors in 2015** according to English Heritage - probably more this year!), and also to and from Wrest Park Enterprise (about **60 companies**). Allowing parked cars in the first part of the aptly named (!) Park Avenue mean that traffic is constantly backing up, which then causes a knock on effect on the High Street. In addition, the frequent careless parking (please see attached) opposite the entrance to The Rowans means it can be difficult at times for refuse and delivery vehicles to enter and exit The Rowans.

By introducing single yellow lines on the High Street this problem will only be made worse. **This junction is a complete bottleneck, especially at rush hour, and in the dark it is very dangerous.**

A lot of this could be solved by having double yellow lines on both sides of Park Avenue until at least past The Rowans entrance – to the Gatehouses would be even better!

15)

I have reviewed the proposed changes and I welcome them all with one exception.

I don't feel that the restrictions around the shops in the High Street are strong enough or that you have addressed the issue of speeding traffic entering and leaving Wrest Park.

I would like to see a speed table added to Park Avenue to help enforce the proposed 20mph limit in the village and a chicane set up around the shop and barbers to regulate flow and priority for one way.

Please consider my suggestions.

16)

Your proposals are totally unacceptable and will not solve the problem of Wrest Park Estates/English Heritage access.

1. Raised tables/speed humps massively increase environmental air/noise pollution
2. Bedfordshire police refuse to enforce 20mph speed limits - 20mph is impossible at peak times anyway
3. Reducing width of High Street will make situation more dangerous - you never learnt from last modifications to road width made outside village shop
4. Silsoe Conservation Area deserves better than looking like a Tesco carpark

4. CBC has no interest in improving road safety, you cannot even maintain the existing road network to a safe standard The above is yet another example of a not fit for purpose organisation, spending taxpayers money like a financial junkie - just a puppet on a chain, agreeing to whatever multi million pound organisations/developers tell you to do.