

<b>Report To/ Decision Making Body:-</b> Witham Area Committee	<b>Date of Meeting:-</b> 31 January 2006	<b>Agenda Item:-</b> 5
<b>To be presented by an Essex County Council Highway Engineer:-</b> Mrs Olive Cowell		
<b>Title of Report:- Proposed 30mph Speed Limit – Ranks Green Road and Braintree Road, Fuller Street and Road (N25512) Leading from Mill Lane to Pole Lane and Ranks Green Road, Ranks Green</b>		
Background Papers:- Letters of objection from: Mr Paul Hobson dated 16 June 2004 and 5 July 2004; Mr CL French dated 18 June 2004, 8 July 2004, 27 September 2005, 28 September 2005 and 7 October 2005; Mr NJ Wright dated 30 September 2005.		

## **PURPOSE OF REPORT**

To consider objections received as a result of the formal advertising of the proposed 30mph Speed Limit.

## **CONSULTATION/REPRESENTATIONS**

Braintree District Council Officers support the proposal.  
 The District and County Member support the proposal.  
 Essex Police support the proposal.

## **POLICY**

The County Council would like to introduce the 30 mph Speed Limit to improve safety for all highway users on this section of carriageway including residents.

## **BACKGROUND**

The Parish Council expressed concerns about the levels of speeding through the hamlets of Fuller Street and Ranks Green. A Speed Limit was proposed and advertised in 2004. Following the receipt of objections and comments, a site meeting was attended by ECC Officers from the Traffic Team and the Policy Team and Essex Police and the possible extent of the Speed Limit was agreed on site. The Order was then re-advertised. Following negotiation with the adjoining landowner regarding the placement of signs, it was possible to extend the speed limit to its furthest extent and the Order was re-advertised in August 2005.

<b>OBJECTOR</b>	<b>GROUNDS</b>	<b>AREA MANAGER COMMENTS</b>
Mr P Hobson	It would be better to extend the Fuller Street proposals approximately 100 metres further west to include the single track carriageway and the hidden bend, starting the limit at the top of the hill.	The design of a speed limit must take into account the current policy guidelines and the availability of sites for the accompanying signs. The proposed extension does not conform to policy and the narrowness of the highway leaves no room for signs at this point.

<p>Mr CL French</p>	<p>The proposals for Ranks Green should start further west and be signed at the top of the hill.</p> <p>The position of the westbound sign at the western end of the limit could be a dangerous distraction for drivers looking out for traffic travelling eastbound down the hill.</p> <p>The proposals for Fuller Street should be extended further west to include the property known as 'Cornerways' and the narrow stretch of carriageway.</p> <p>The primary concern was the placing of signs on a bend, where drivers are less likely to see them. Surely the signs should be placed on a straight stretch of road.</p> <p>Will the signs for the westwards extension of the speed limit Fuller Street be positioned in such a way as to reduce the available width of the carriageway for road users? If so, they will be a hazard rather than an improvement to road safety. Surely it would be better to extend another 170 metres westwards to the wider part of the carriageway.</p> <p>You may wish to consider extending the speed limit further north along the road to Ranks Green to the drive leading to Fairstead Lodge Farm</p> <p>Although the new proposal has been extended, the proposed speed limit in Fuller Street does</p>	<p>The design of a speed limit must take into account the current policy guidelines and the availability of sites for the accompanying signs. The proposed extensions do not conform to policy and the narrowness of the highway leaves no room for signs at this point.</p> <p>The criteria to site signs is quite strict. Signs have been placed where they may be clearly seen.</p> <p>The 30mph speed limit has been extended to include the property known as 'Cornerways'.</p> <p>The signs are now being placed where the drivers have good visibility.</p> <p>Signs are placed on highway verges in accordance with the principle that they must be clearly visible from a distance and should not be continually overgrown. If the verge or footway is used by pedestrians, the underside of the sign must be at least 2.1 metres from the surface of the ground. The side of the sign nearest the carriageway must be placed 0.450 metres from the kerb edge to ensure clearance by passing vehicles, including HGVs. The carriageway width will not be altered.</p> <p>Speed limits must be implemented and enforced consistently and appropriately. Speed limits are more likely to be abused when drivers cannot see why they have been implemented. The proposed speed limit has been increased to the fullest extent allowed by policy.</p> <p>Due to close vegetation on side of the carriageway and following policy we are unable to extend this speed</p>
---------------------	--	--

	<p>not extend far enough.</p> <p>If the speed limit proposed has been extended in Fuller Street it should also be extended in Ranks Green.</p> <p>The Fuller Street proposal should be extended further northwards.</p> <p>Concerned that the erection of signs will reduce carriageway width.</p>	<p>limit any further.</p> <p>The proposed speed limit is at its maximum point and therefore cannot be extended any further. By placing the speed limit further westwards it would put the whole speed limit into disrepute.</p> <p>This has been extended and now all properties are within the proposed speed limit. The signs can be sited with correct clearance.</p> <p>The signs will be located on publicly maintainable land, with correct clearance. Where clearance of signs cannot be achieved ECC have sought permission from landowners to place signs on private property. Under no circumstances will carriageway width be reduced.</p>
Mr NJ Wright	<p>The placement of the 30mph roundel north of Fuller Street on the road to Ranks Green is not in a suitable place to be seen due to high banks adjoining the road.</p> <p>The placement of the 30mph roundel proposed to the west of Fuller Street is too far down the narrow section of the road and will be demolished by lorries.</p>	<p>The 30mph roundels have been placed in accordance with current policy regarding the distance of street furniture from the carriageway edge.</p> <p>The adjacent landowner has granted permission for signs to be placed on his land on higher ground away from the carriageway.</p>

### **RECOMMENDATION(S) FOR DECISION**

That notwithstanding the above objections, an order be made subject to and in accordance with the County Council's standard order making procedure.

**Date report prepared:-**

**Author(s):- Olive Cowell**

**Designation:- Traffic and Road Safety Engineer**

**Ext. No:- 01245 240000**

**E Mail Address:- highways-midarea@essexcc.gov.uk**