

Proposed 40mph Buffer, High Street/Bumpstead Road, Hempstead

An informal public consultation was carried out between the 12/04/2019 and the 04/05/2019

4 comments of support were received from the general public in addition to the 2 objections which are shown below

Comment Type	Comment	Response
Objection	<ul style="list-style-type: none">- Although the objector was in favour of the Proposal they felt that the remainder of High Street/Bumpstead Road, which is subject to national speed, was still unsuitable for accessing local footpaths and bridleways. The objector stated that walking or cycling from their property to access the footpaths/bridleways was too dangerous within a national speed limit, especially with young children. Subsequently, the objector found themselves driving to 'safer' slower roads to park and then access the footpaths/bridleways.- In the duration the objector has been living locally they mentioned they had seen several accidents and vehicles heavily speeding, often round blind bends and when overtaking. They felt that those travelling at high speeds create dangerous conditions for residents and farm traffic emerging onto High Street/Bumpstead Road in addition to dissuading the use of footpaths and bridleways.- As a result of the above the objector suggested that the 40mph speed limit be extended through to the neighbouring village of Steeple Bumpstead.	<ul style="list-style-type: none">- The respondent was thanked for their comments in relation to the scheme.- At present Essex Highways have proposed the buffer as this is what has been requested by the Parish Council in order to slow vehicles entering the village, not due to concerns over accessing footpaths/bridle ways or vehicles joining onto High Street/Bumpstead from side roads. It is also important to note that there have been no collisions involving pedestrians or cyclists on High Street/Bumpstead Road within the data range of 2014 – 2019.- Extending the 40mph up to Steeple Bumpstead and having it become a general speed limit rather than a buffer may result in drivers ignoring the 40mph within the extended area. This is as the road does not have the usual attributes of a 40mph speed limit for a long duration of time and may seem 'unnecessary' when compared to the roads which have usual attributes of a 40mph road.- The typical attributes for a 40mph speed limit involves built up development on both sides of the road with properties set back from the road.- Additionally, average speed surveys taken at the location of the proposed buffer suggest drivers will be

		<p>compliant within the 40mph speed limit, no evidence has been gathered to suggest that this would be the case further north earth of the proposed extension.</p> <ul style="list-style-type: none"> - It has also been stated by Essex Police, enforcement would be almost impossible here as bearing in mind the rural nature, there would in all likelihood be nowhere to enforce from.’ And so it is important that the speed proposed could be easily complied to without police presence.
Objection	<ul style="list-style-type: none"> - The objector showed concern regarding the fact that Essex Highways had not agreed to put forward the Proposal of a 30mph speed limit extension as originally requested by the Parish Council, the objector felt a 30mph speed limit would have been more suitable from a safety and environmental perspective. - The objector mentioned that Hempstead’s original village signage was situated near to High Street/Bumpstead Road’s junction with Witchree Lane. They believed that every property within the original village signage should be included within the proposed 40mph speed limit. Currently one property (Holmwood) lies between the end of the proposed 40mph speed limit and before the Hempstead’s original village signage. They felt some Villagers were being given greater protection from speeding vehicles than others and felt speed limits should not change inside Village boundaries. 	<ul style="list-style-type: none"> - The respondent was thanked for their comments in relation to the scheme. - At present Essex Highways have proposed the buffer as this is what has been requested by the Parish Council in order to slow vehicles entering the village, not due to concerns over accessing footpaths/bridle ways or vehicles joining onto High Street/Bumpstead from side roads. It is also important to note that there have been no collisions involving pedestrians or cyclists on High Street/Bumpstead Road within the data range of 2014 – 2019. - Extending the 40mph up to Steeple Bumpstead and having it become a general speed limit rather than a buffer may result in drivers ignoring the 40mph within the extended area. This is as the road does not have the usual attributes of a 40mph speed limit for a long duration of time and may seem ‘unnecessary’ when compared to the roads which have usual attributes of a 40mph road.

	<ul style="list-style-type: none"> - They believe that the 40mph finishing before Holmwood would subject to its residents to noise pollution due to “drag race style” driving on a daily and nightly basis on the approach to the national speed limit and encourage drivers to “floor it” when approaching the national speed limit signage. Subsequently, the objector felt that extending the 40mph speed limit along High Street/Bumpstead Road so that it ceases past residential properties would help reduce this problem. - They also felt that a further extension of the proposed 40mph would help reduce risk of collision when vehicles join onto High Street/Bumpstead Road from side roads such as Witchtree Lane. An accident was also mentioned at the “Dip”, which is approximately a quarter mile north east of the Witchtree Lane/Bumpstead Road junction. They felt that not including this location within the extension, considering it has a “blind summit” would be improper and negligent. - The objector stated that if the 40mph were extended it would help to reduce risk of serious accidents involving ramblers, cyclists, horse riders, dog walkers, pedestrians and children as there is currently no footpath or pavement along the national speed stretch of road. 	<ul style="list-style-type: none"> - The typical attributes for a 40mph speed limit involves built up development on both sides of the road with properties set back from the road. - Additionally, average speed surveys taken at the location of the proposed buffer suggest drivers will be compliant within the 40mph speed limit, no evidence has been gathered to suggest that this would be the case further north east of the proposed extension. - As stated by Essex Police, enforcement would be almost impossible here as bearing in mind the rural nature, there would in all likelihood be nowhere to enforce from.’ And so it is important that the speed proposed could be easily complied to. - Certain residents have not been favoured over others. This extension has not been proposed as by extending the buffer so that it ceases at the old village signage, vehicles will be speeding up to reach national speed a few metres before Witchtree Lane joins High Street/Bumpstead Road. This could then cause difficulty for those joining High Street/Bumpstead Road from Witchtree Lane to assess vehicular speed on High Street/ Bumpstead Road and merge onto it prematurely, causing collision. - It may also be beneficial to note that High Street/Bumpstead Road, Hempstead, does not meet the criteria set to qualify as a casualty reduction scheme. For a rural road above 40mph to qualify for a casualty reduction scheme it must have at least 3 personal injury
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		collisions within a 250 metre radius in the past three years.
No further objections were received during Formal Consultation		