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Directorate for Planning & Growth Sustainability
Buckinghamshire Council
Walton Street Offices
Walton Street
Aylesbury
HP20 1UA

January 27th 2022

Dear Sir

Proposed Round Top Road Hump – Silverstone Road, Dadford

In response to your consultation letter dated January 27th 2022, which I struggled to read in full due to the size of the print. Furthermore, the guidance provided in your covering letter was insufficient to easily navigate to the relevant section of “yourvoicebucks.citizenspace.com” to locate additional easy to read documents and submit an online objection.

As a resident of Dadford I ask for a formal review of the location of the proposed speed hump. With the recent construction of the Silverstone industrial complex the volume of traffic has significantly increased being a mix of cars, light and commercial vehicles in including articulated lorries, therefore any traffic calming strategy must address both speed and the volume of traffic.

The narrowing of Silverstone Road and removal of the central road lines before the recently installed speed bump, adjacent to the High Street in Dadford, has proven incredibly dangerous. Creating a situation where cars have hit each other and removed their wing mirrors now scattered on the side road. Furthermore, this road is not wide enough to accommodate large vehicles that need to ride the pavement to avoid collision with oncoming traffic, I have witnessed cyclists struggle with vehicles trying to overtake on this section of the road. The new road markings outlined above, do not accommodate such vehicles and are a danger to pedestrians.

The proposed location of the intended speed bump is too close to the junction of North Hill, potentially creating an accident risk spot. It is clear that the speed calming measure should be located before the crest of the hill entering into Dadford from the Silverstone circuit direction. This would encourage the motorist to slow to 30 mph before entering the village and reduce the impact from the noise of cars driving over the speed bump (this assumption is based on the profile of the new speed bump is no higher as the High Street bump). In addition the houses near the intended speed bump will suffer from the increased noise and air pollution due to vehicles cars braking and accelerating.

An alternative solution to be considered could be a priority system as vehicles entering the village from the Silverstone circuit direction which would force oncoming vehicles to stop rather than slow down as they enter the village.

Finally, consideration should be given to the size and weight of vehicles permitted to drive through the village. The increased development at Silverstone has been accompanied by an increase in the number of articulated lorries using the village.

I very much look forward to your feedback on this objection and progressing an alternative traffic calming solution.

Yours faithfully

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