

A1301 SPEED LIMIT REVIEW

To: **Cabinet**

Date: **17th January 2012**

From: **Executive Director: Environment Services**

Electoral division(s): **Sawston and Stapleford**

Forward Plan ref: **2012/007** *Key Decision:* **Yes**

Purpose: **To consider an objection to a proposed change in speed limit on a section of the A1301.**

Recommendation: **Cabinet is recommended to:**

- 1) Approve the reduction in speed limit on the A1301 as advertised**
- 2) Support further engagement between relevant County Council services and local Members and Parish Councils on possible safety improvements at the northern end of Sawston bypass, to explore all options for funding.**

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1. BACKGROUND

- 1.1 In January last year, the South Cambridgeshire Area Joint Committee (AJC) determined various objections to a series of proposed speed limit changes. These decisions were reviewed by Cabinet in May as they were in conflict with the speed limit policy current at that time. The proposals arose from a review of several A class roads in the District, as part of a Countywide A and B road speed limit review.
- 1.2 Prior to Cabinet's consideration of these matters and after the meeting of the AJC, a full review of speed limit policy was undertaken to provide a more flexible approach to the setting of speed limits in settlements. Cabinet adopted this more flexible policy at its meeting in April, as part of the annual review of highway policies. The new policy is available as a source document.
- 1.3 The A1301 between its junction with the A505 and Stapleford village can be divided into two different highway environments. The majority of the length, which was constructed as a bypass for Sawston village, is built to modern highway standards, whereas the northern section from the end of the bypass over the old railway bridge into Stapleford village is a much older section of road with more limited forward and side road visibility.
- 1.4 The junction at the northern end of the bypass is an identified accident cluster site with a significant accident problem. Injury accidents have also been reported at the cycleway crossing point immediately north of the junction, which is well used by school children attending Sawston Village College.

2. A1301 REVIEW

- 2.1 The speed limit review for the A1301 recommended various changes to existing limits which were subsequently formally advertised, with objections being determined by the AJC, followed by their referral to Cabinet in May. **Appendix A** sets out the original proposals, the objections raised, the views of the AJC and the officer comments which were considered by Cabinet.
- 2.2 Cabinet resolved to rescind the decisions taken by the AJC in respect of the A1301 and to invite Stapleford and Sawston Parish Councils to consider funding a reduction in the speed limit in or on the approaches to their settlements, in light of recent policy changes relating to speed limits in villages and settlements.
- 2.3 In response to the comments made in the Cabinet report relating to the speed limit in the vicinity of the Mill Lane junction, the Cabinet portfolio holder met with local County Councillors to consider the matter further and it was agreed that the original proposal to reduce the speed limit from 60 mph to 50 mph on the northern section of Sawston bypass should be extended to include the Mill Lane junction within the lower limit.
- 2.4 This proposal was re-advertised in the autumn and one objection has been received from Sawston Parish Council. **Plan 1** shows the extent of the proposed 50 mph speed limit.

3. REPRESENTATION, COMMENT AND CONCLUSION

3.1 The grounds for objection are as follows:

'I am replying on behalf of Sawston Parish Council to your letter about the A1301 Stapleford to Sawston 50mph speed limit order.

This was discussed at our full parish meeting last week and the Parish Council were disappointed that it didn't go further down the A1301 towards the roundabout. We do support it as far as it goes but would want to see the speed 50mph speed limit extended to the Sawston roundabout and a 40mph introduced at the Stapleford 30mph sign to the junction at the northern end of the bypass as recommended by the South Cambs Joint Area Management Committee because there is a safety issue of youngsters crossing the bypass to get to schools and the college. We want to encourage children to walk and bike to school but it needs to be safe for them.'

- 3.2** Cabinet has already considered and rejected earlier representations on extending the proposed 50 mph speed limit along the whole length of Sawston bypass and the situation has not changed since that time.
- 3.3** There remain significant concerns over safety at the northern end of the bypass, where the injury accident rate is poor. Of particular local concern is the crossing point for the cycleway linking Stapleford and Sawston although the majority of injury accidents occur at the adjacent Cambridge Road junction. Earlier officer comments that a 40 mph limit is not expected to achieve any significant reduction in vehicle speeds and road casualties and could raise unfulfilled expectations over improved safety, are still considered to be relevant.
- 3.4** To date, neither Sawston nor Stapleford Parish Councils has indicated any interest in making speed limit changes on this section of the A1301 under the new policy. Any changes to the advertised proposals for the A1301 would require re-advertising.
- 3.5** It is intended that the accident situation in the vicinity of the Sawston turn at the north end of the bypass will be reviewed as part of next year's casualty reduction action plan and further engagement with local Members and Parish Councils is planned. Given the concerns over the safety of the cycleway crossing point, which is used by a number of school age children, officers from Children and Young People's Services will be included in this discussion. The opportunity will be taken to reflect further on the need for any change in speed limit.

4. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

Supporting and protecting vulnerable people when they need it most

- 4.1** There are no significant implications for this priority.

Helping people live healthy and independent lives in their communities

- 4.2** Speed limit review changes have the potential to reduce road casualties and improve road safety in communities.

Developing the local economy for the benefit of all

- 4.3 There are no significant implications for this priority.

Ways of working

- 4.4 The invitation to local communities to invest in speed limit reviews on within and on the approaches to their settlements under the newly adopted speed limit policy facilitates localism, enabling local communities to set local priorities and to take greater ownership of the decision making process.

5. SIGNIFICANT IMPLICATIONS

Resources & performance

Finance

- 5.1 The proposed changes will be funded from this year's speed management budget.

Performance

- 5.2 No significant implications identified.

Statutory, Legal and Risk Implications

Key Risks

- 5.3 Taking decisions on setting speed limits outside of policy has the following risks:
- a) Difficulty in demonstrating any policy rationale and equity;
 - b) Failure to meet expectations if unrealistic speed limits are set; and
 - c) Potential to impact on joint working with the Police as the enforcement agency for speed limits.
- 5.4 In order to manage these risks it is important to ensure that the decision making process is consistent with policy and that any exemptions from policy can be justified.

Statutory

- 5.5 No significant implications identified.

Equality and Diversity and Implications

- 5.6 No significant implications identified.

Engagement and consultation

- 5.7 There is an expectation that where local communities are promoting changes to speed limits under the new policy, that they take ownership of the consultation process and undertake appropriate consultation with interested parties.

Source Documents

Location

Area Joint Committee Agenda and Minutes 17/01/11

<http://tinyurl.com/3x2z2lh>

Cabinet Agenda and Minutes 05/04/11, 24/05/11

<http://tinyurl.com/6e8m3of>
<http://tinyurl.com/62j9cly>

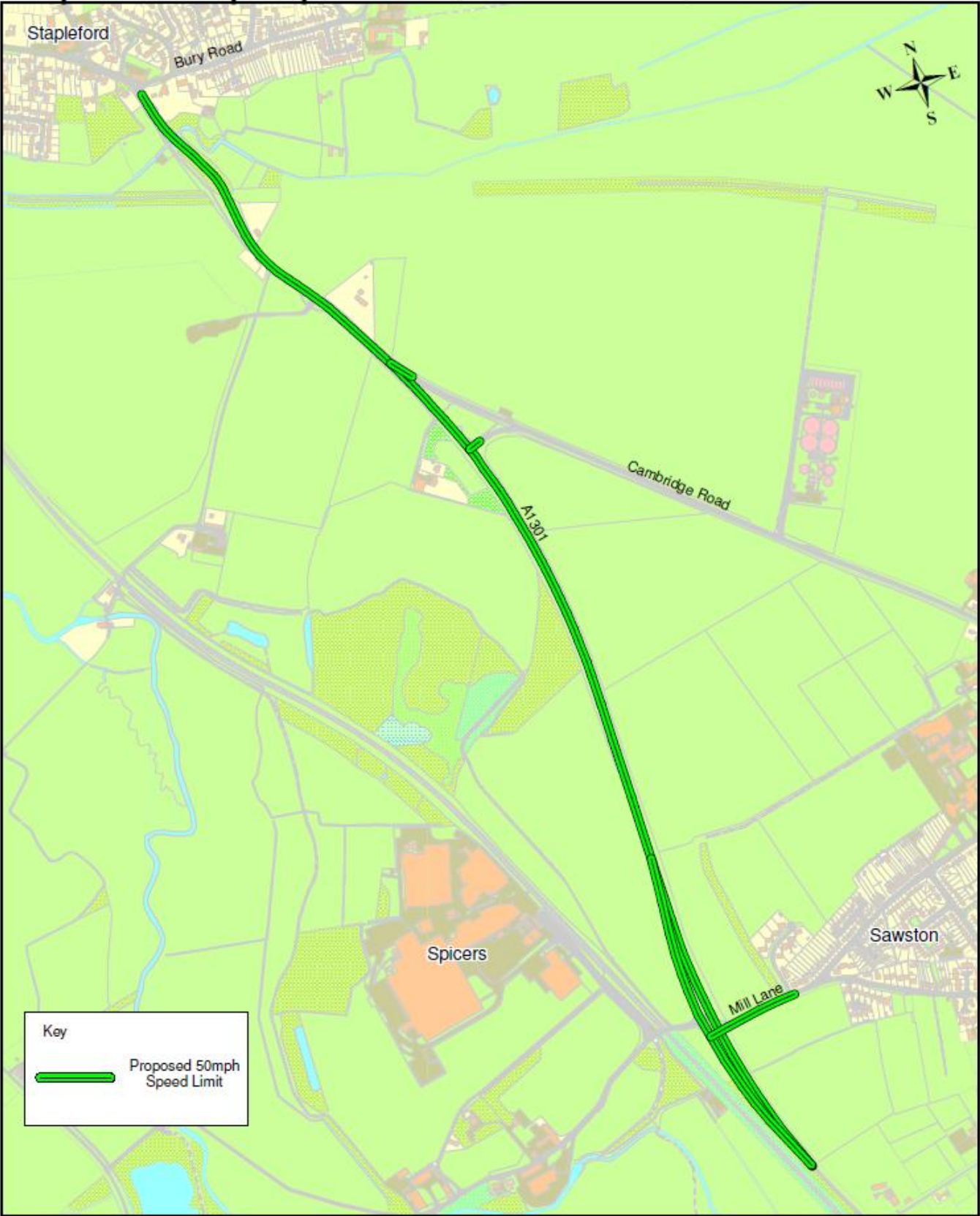
Speed limit policy

<http://tinyurl.com/3ym7ahk>

SUMMARY OF SPEED LIMIT RECOMMENDATIONS AND SCAJC DECISIONS

Length of road	Review recommendations	SCAJC decision	Comment
<p>A1301</p> <p>Link 3: From national speed limit gateway near Bury Road junction to the access to Dernford House</p> <p>Link 4: From the access to Dernford House to the dual carriageway section near the Mill Lane junction</p> <p>Link 5: Dual carriageway section covering the Mill Lane junction</p> <p>Link 6: From the dual carriageway near Mill Lane junction to the A505 roundabout.</p>	<p>Reduce speed limit from 60 mph to 50 mph</p> <p>Reduce speed limit from 60 mph to 50 mph</p> <p>No change in national speed limit</p> <p>No change in national speed limit</p>	<p>To implement a 40mph speed limit (rather than the recommended 50 limit) to the south of Stapleford from the existing 30 mph limit to include the junction with Cambridge Road, Sawston</p> <p>Proposed 50mph limit should extend to the Sawston roundabout and then to Stump Cross.</p>	<p>The mean speed on the section south of Stapleford is close to 45 mph and as such high levels of non-compliance will result. The accident rate is low and the road environment is open. The mean speed increases to just over 46 mph on the link extending beyond the Cambridge Road junction.</p> <p>The Cambridge Road junction does have a significant accident problem but a 40 mph limit is not expected to achieve any significant change and could raise unfulfilled expectations over improved safety. However, despite officer concerns Cabinet may wish to consider the imposition of a 40 mph limit as an exemption to policy.</p> <p>The majority of the road length south of Stapleford through to Stump's Cross is proposed to have a 50 mph limit other than the Mill Road dual carriageway section and the length south of the Mill Road junction to the Sawston roundabout. On the section south of the Mill Road junction the mean speed is more consistent with a 60 mph limit and the accident rate is low. A decision on reducing the limit on the dual carriageway section is more marginal.</p>

PLAN 1



Scale (at A4): 1:10000
Date: 02/11/2011

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