

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
THE PROPOSED WAITING RESTRICTIONS ON WATER LANE,
OAKINGTON AND PROPOSED 40MPH SPEED LIMIT ON DRY
DRAYTON ROAD, OAKINGTON**

To: Traffic Manager and the Local Member representing electoral division below.

Meeting Date: 22nd October 2019

From: Executive Director: Place & Economy

Electoral division(s): Longstanton, Northstowe and Over

Forward Plan ref: N/A *Key decision:* No

Purpose: To determine objections to the proposed installation of no waiting at any time on Water Lane, Oakington and a proposed 40mph speed limit on Dry Drayton Road, Oakington.

Recommendation: a) Implement the restrictions as advertised
b) Inform the objectors accordingly

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1** The parish of Oakington and Westwick is located approximately 4 miles north west of Cambridge (for location plan see Appendix 1). Water Lane is a secondary distributor road running north east to south west through the centre of Oakington. Dry Drayton Road is a secondary distributor road running north east to south west from the centre of Oakington to the parish boundary with Dry Drayton and the junction with the A14.
- 1.2** It is proposed to install no waiting at any time on Water Lane on both sides of the carriageway outside of Oakington C of E (VA) Primary School between Water Lane's junction with High Street to the south west and Queens Way to the north east. The section of Dry Drayton Road subject to the proposed 40mph speed limit is situated at the village gate adjacent to Oakington Tomato Farm (at a point 164 metres west of its junction with The Broadway) in a westerly direction for a distance of 613 metres (west of Oakington Business Park).
- 1.3** It has been proposed to install no waiting at any time on the Water Lane for a distance of 98 metres on the North side of the carriageway and 82 metres on the south side. It has been proposed to implement a 40mph speed limit on Dry Drayton Road for a distance of 613 metres from the village gate in a westerly direction. Dry Drayton road is currently subject to a national speed limit up to the village gate where a 30mph speed limit is in force through the village. A plan showing the extent of the proposed restrictions can be found at Appendix 2 and Appendix 3.
- 1.4** These proposals are being made following the submission of a Local Highways Improvement Initiative (LHI) by Oakington and Westwick Parish Council.
- 1.5** Oakington and Westwick Parish Council have applied for the 40mph speed limit for road safety reasons to reduce the chance of vehicle collisions, to make exiting and entering the local Garden Centre, Business Park and other properties/businesses along this stretch of Dry Drayton Road safer and to encourage people to walk/cycle to the garden centre, business park and bridle path. The double yellow lines outside of the school have been requested by the Parish Council to improve road safety, to improve visibility and reduce the possibility of collisions and provide a clear area where pedestrians and vulnerable road users can safely cross the road.

2. TRAFFIC REGULATION ORDER (TRO) PROCESS

- 2.1** The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2** The TRO was advertised in the Cambridge News on the 24th of July 2019. The statutory consultation period ran from the 24th of July until the 14th August 2019.
- 2.3** The statutory consultation yielded three responses, two objections and one statement of support. All comments and the grounds upon which they were made have been summarised in the table in Appendix 4 with officer comments alongside them.
- 2.4** It should be noted that the traffic management officer for the police has no objection to the proposed waiting restrictions.
- 2.5** On the basis of this analysis, it is recommended that the waiting restrictions and proposed 40mph speed limit are implemented as advertised.

3 ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 Developing the local economy for the benefit of all**
There are no significant implications for this priority.
- 3.2 Helping people live healthy and independent lives**
There are no significant implications for this priority.
- 3.3 Supporting and protecting vulnerable people**
There are no significant implications for this priority.

4 SIGNIFICANT IMPLICATIONS

- 4.1 Resource Implications**
The necessary staff resources and funding have been secured through the Local Highways Improvements scheme.
- 4.2 Statutory, Risk and Legal Implications**
The statutory process for this proposal has been followed.
- 4.3 Equality and Diversity Implications**
There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged including County and District Councillors, Parish Council, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where the proposed restrictions would be implemented and consultation letters were delivered to nearby residents. The proposal was available to view in the reception area of Shire Hall, Cambridge and at the Offices of South Cambridgeshire District Council and online on Cambridgeshire County Council's website.

4.5 Localism and Local Member Involvement

The County Councillor, Cllr Peter Hudson and District Councillors, Cllr Sarah Cheung Johnson and Cllr Alex Maylon were consulted. No responses were received.

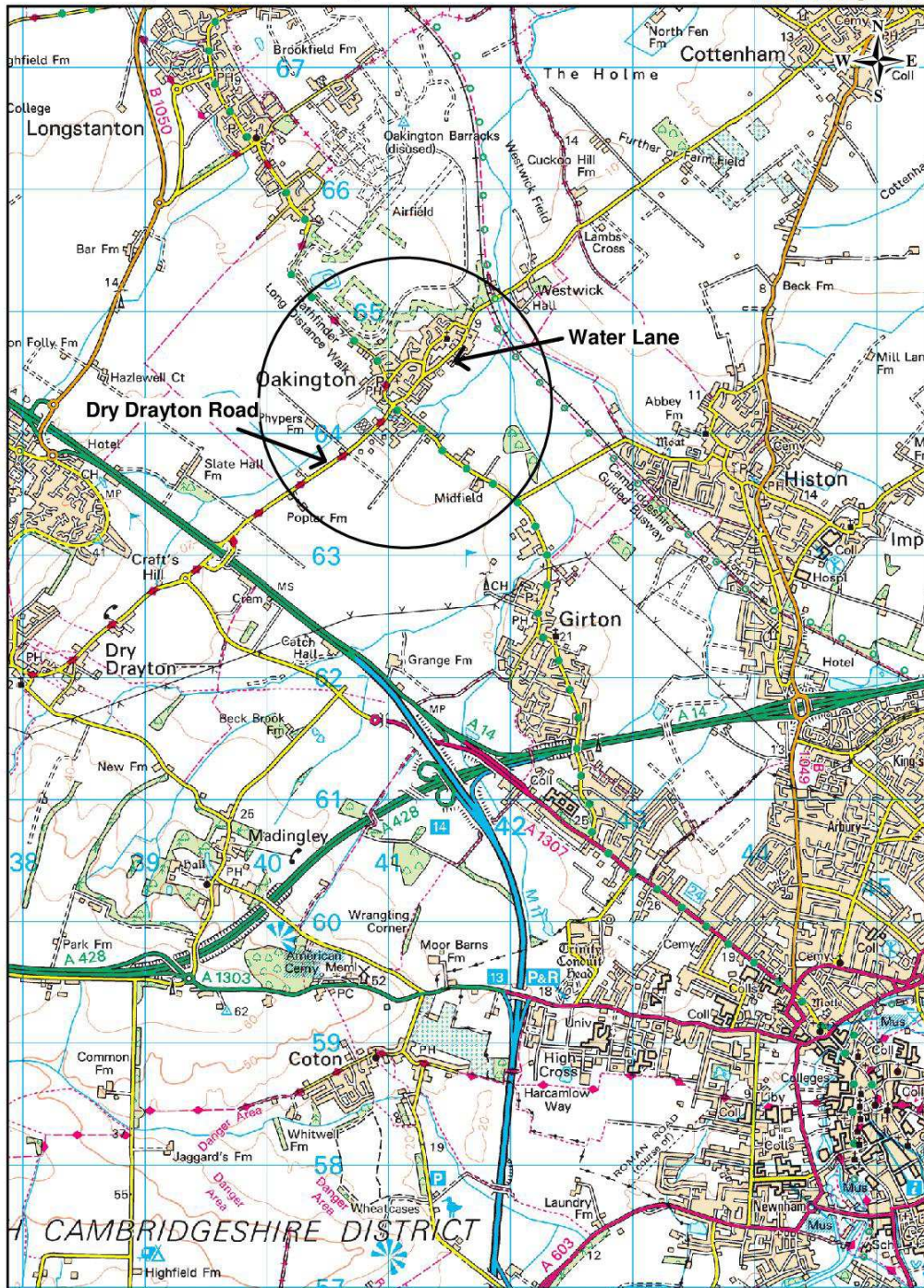
4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Emails of objection	Policy and Regulation Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

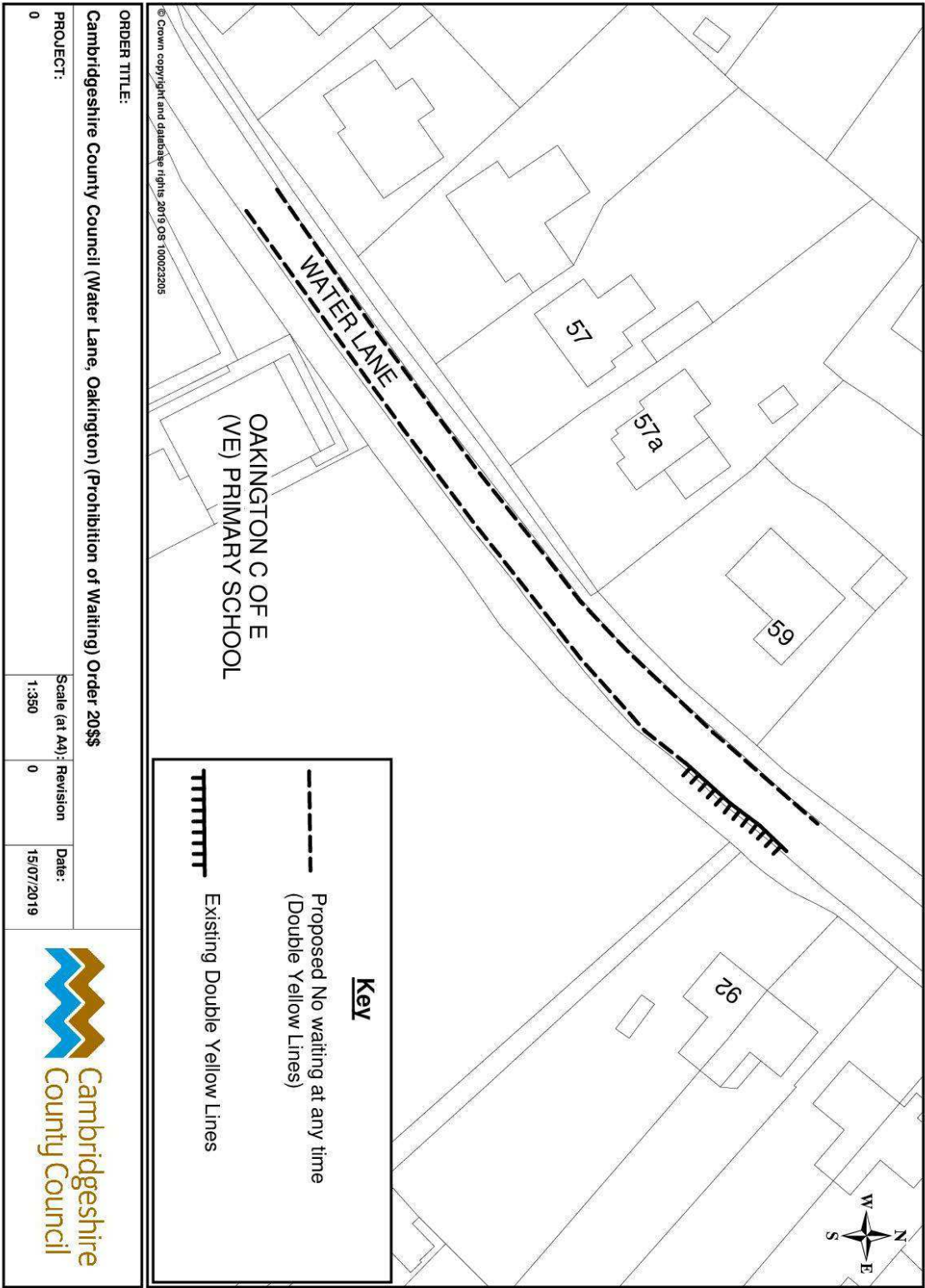
Appendix 1 – Location Overview

Cambridgeshire County Council

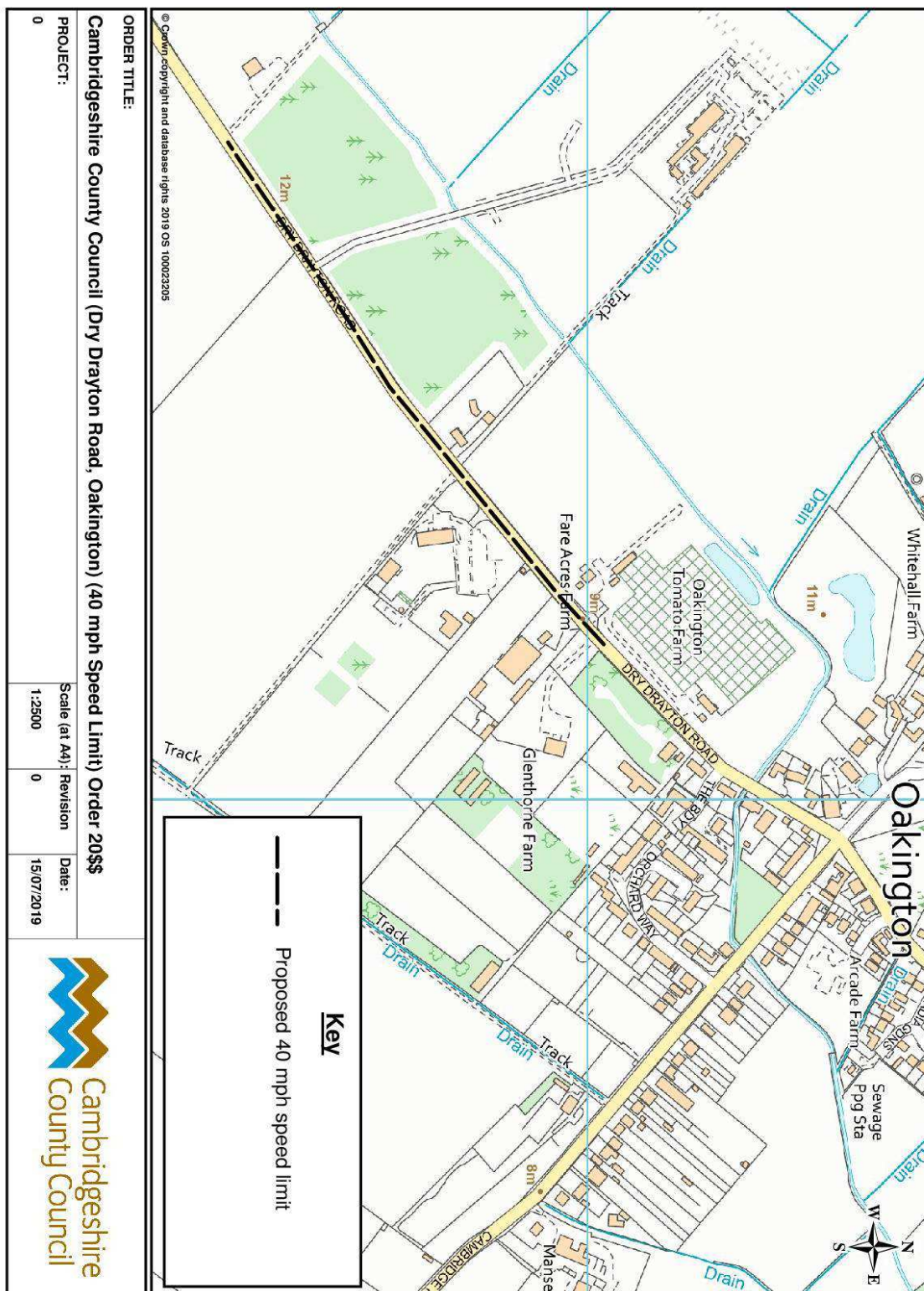


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Appendix 2 – Proposed restrictions Water Lane



Appendix 3: Proposed 40mph speed limit Dry Drayton Road



Appendix 4		
Comments received		
	Objections	Officer Comments
1	<p>I am a resident in Oakington, and regularly drive, cycle and walk through the village using the roads affected by the TRO.</p> <p>Speed limit on Dry Drayton Road</p> <p>The speed limit is proposed for a road which is outside the village, and in a non-residential area.</p> <p>The statement of reasons sets out that the limit will ease the transition between the 60mph and the 30mph zones. However, there are existing speed calming measures (a one lane chicane with priority for traffic leaving the village) which already perform this function. If these existing measures are not adequately performing the function then they should be removed to ease traffic flow. On the other hand, if they are adequately performing the function then the new 40mph should be unnecessary.</p> <p>Councillors may be aware that there are concerns about speeding within the 30mph zone of the village itself. No action appears to have been taken to enforce this speed limit, and it is therefore difficult to understand how the proposed 40mph limit will be enforced. The TRO does not propose any measures to enforce the limit such as a speed camera, or regular police presence with appropriate monitoring equipment.</p> <p>I object to the speed limit but would be prepared to withdraw the objection if the TRO also included removal of the existing calming</p>	<p>Oakington and Westwick Parish Council have applied for the 40mph speed limit for road safety reasons. As Dry Drayton Road is long and straight vehicles travel at speed right up to the 30mph speed limit and village gate. The Parish Council have requested the speed limit to reduce the chance of vehicle collisions, to make exiting and entering the Garden Centre, Business Park and other properties/businesses along this stretch of Dry Drayton Road safer and to encourage people to walk/cycle to the garden centre, business park and bridle path. The proposed 40mph speed limit will slow vehicles before reach the priority give way feature at the village gate.</p> <p>If the proposed 40mph speed limit was introduced it would be signed with terminal signs at each end of the length of the speed limit as well as being marked on the road with 40mph roundels and signed at regular intervals along the speed limit with repeater signs. It is accepted that the enforcement of speed limits in villages, such as Oakington, is unlikely to be a high priority for the police especially with limited resources being available. However, providing speed limits are set at a sensible level, compliance is expected to be reasonable</p> <p>The existing priority give way features at the village boundary are in place to reduce vehicles speeds as they enter the village.</p>

	<p>measures and clarity on how the limit will be enforced.</p> <p>Double yellow lines on Water Lane</p> <p>The statement of reasons sets out that the double yellow lines will facilitate the passage of traffic.</p> <p>However, the current problems with traffic flow on Water Lane are caused by the speed calming measures (a one lane chicane with priority for traffic leaving the village), and vehicles permitted to park on the existing double yellow lines (blue badge holders).</p> <p>The short length of the existing and the proposed double yellow lines mean that it is likely that these problems will persist. The draft TRO does not acknowledge or deal with these problems.</p> <p>I object to the extension of the double yellow lines but would be prepared to withdraw the objection if the TRO also included the removal of the existing calming measures, as without this I cannot see how the traffic flow will be improved.</p>	<p>The double yellow lines outside of the school have been requested by the Parish Council to improve road safety, to improve visibility and reduce the possibility of collisions and provide a clear area where pedestrians and venerable road users can safely cross the road. Although it is acknowledged that vehicles will be permitted to stop on the double yellow lines for short durations the restrictions will prevent vehicles for being parked here for long periods, improving visibility for those vehicles waiting at the give way priority feature and reduce the risk of vehicles coming into conflict.</p>
2	<p>With reference to my husbands email, please can it be noted that I share his comments and concerns regarding the proposed TRO/SLO PR0561.</p> <p>I would also add in relation to the double yellow lines that I am in favour of double yellow lines being added, but as my husband's comments, part of the problem is the traffic calming one lane chicane. This should either be moved further out of the village so it is not so close to the school and pre-school, or removed in its entirety. At the moment, drivers are focusing on the</p>	<p>As above.</p>

	<p>next opportunity to pass the chicane, which distracts from looking out for potential hazards on the pavements, in particular young children close to the school and pre-school. This comment is based on my experience of driving past the school during school drop off and pick up times and also walking to/from the school with small children at those times.</p> <p>I too am a resident in Oakington, and regularly drive, cycle and walk through the village using the roads affected by the TRO/SLO.</p>	
	Support	
	<p>On behalf of L2S2 Ltd, I fully support your proposal.</p> <p>Reducing the speed limit to 40mph will make turning onto the road from the Business Park considerably safer.</p>	Noted.