

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH A10
CAMBRIDGE ROAD - HAUXTON**

To: **Highways and Community Infrastructure Committee**

Meeting Date: **19th August 2014**

From: **Executive Director: Economy, Transport &
Environment**

*Electoral
division(s):* **Sawston, Gamlingay**

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

Purpose: **To determine objections received to the Traffic
Regulation Order (TRO) associated with the proposed
40mph speed limit on the A10 in Hauxton**

Recommendation: **a) Resolve to make the Order as advertised
b) Inform the objectors accordingly**

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1. BACKGROUND

- 1.1** At the South Cambridgeshire District Council Planning Committee on 7 October 2009, the District Council approved the construction of 380 houses and 4000m² of business units on the former Bayer Crops Sciences site. This site is situated adjacent to the A10 within the parish of Hauxton in South Cambridgeshire (**Appendix 1**).
- 1.2** To facilitate the development there is a need to reduce the speed limit from 50mph to 40mph along part of the A10. The reduced speed limit will then enable the construction of a new signal controlled junction to allow safe access and egress from the planned development. Stage 1 and 2 Road Safety Audits have been carried out on the proposed works.
- 1.3** All work associated with this scheme is being funded by the developer under a Section 278 agreement.

2. 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 21st February 2014. The statutory consultation period ran from 21st February – 17th March 2014.
- 2.3** The statutory consultation resulted in 3 responses, comprising of 1 objection and 2 requests for the 40mph limit to be extended to the M11. The Police made no formal comment on the proposal and no comments were received from the other Emergency Services.
- 2.4** Local County Members, Councillor Sebastian Kindersley and Councillor Tony Orgee support the 40mph speed limit.
- 2.5** The responses received and officer comments are detailed in **Appendix 2**. On the basis of the analysis, it is recommended that the Order is made as advertised.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 Developing the local economy for the benefit of all**
These proposals form part of enabling works for a sizeable housing development which includes business/office units which will bring additional employment to the local area.
- 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 financial resources to progress this are recouped from the developer.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

Notices were placed in the local press and were also displayed in the roads affected by the TRO. The proposal was also available to view at County Council offices.

The statutory consultees have been consulted – County Councillors, the Police and the Emergency Services.

4.5 Localism and Local Member Involvement

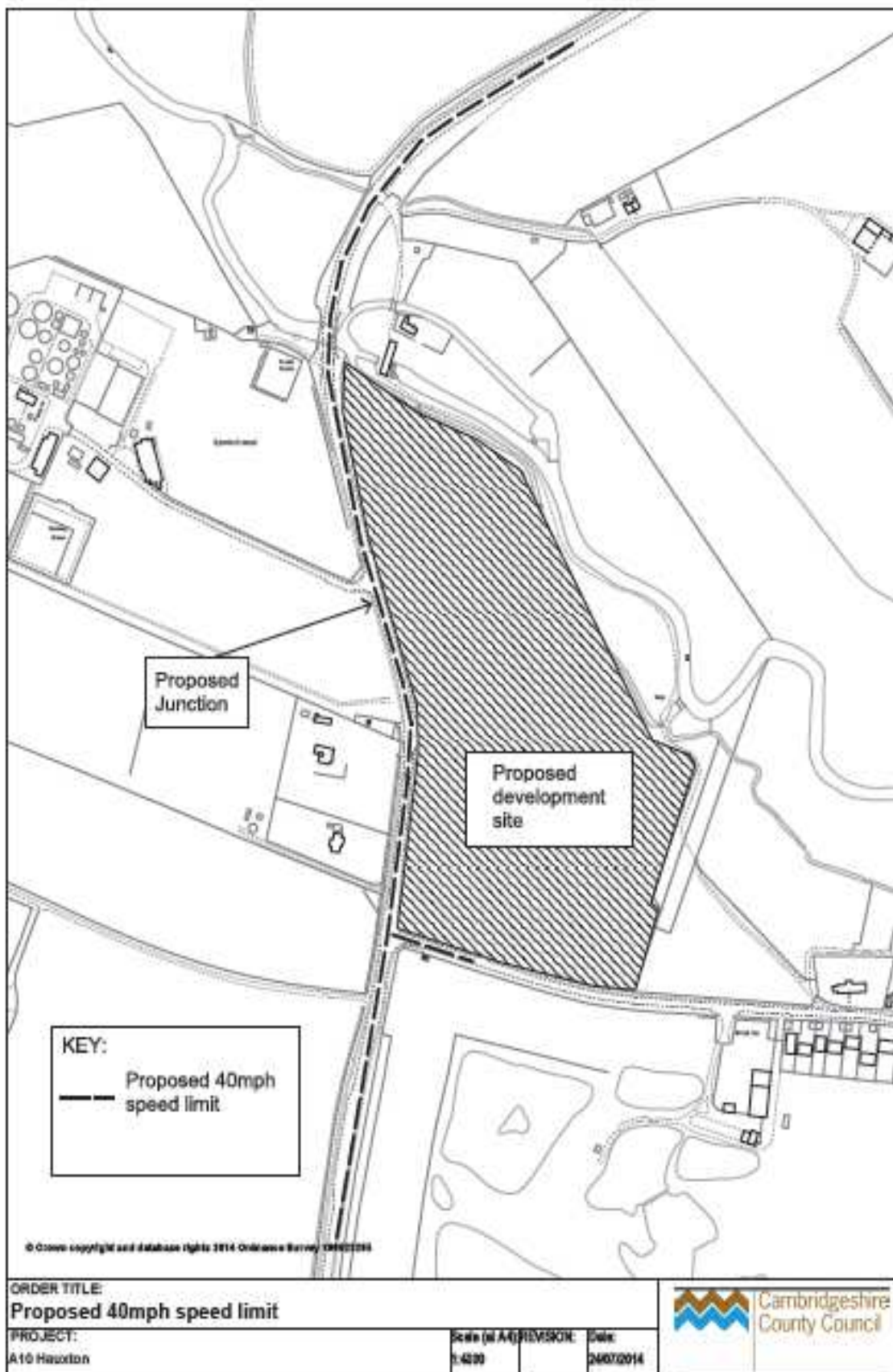
Whilst the local members support the proposals all three local Parish Councils have submitted representations to the proposals (appendix 2).

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1 – PLAN OF PROPOSAL



Appendix 2 – RESPONSES RECEIVED

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	Hauxton Parish Council would like to see the 40mph speed limit extended from the M11 roundabout to the 30mph sign at Harston.	Speed survey data for the section between the M11 and the proposed 40mph speed limit shows an average speed of just over 51mph which suggests that the existing 50mph speed limit is more appropriate than a 40mph speed limit.
2.	Haslingfield Parish councillors queried why the proposed 40mph speed limit was not put all the way through to the motorway. It is felt that the most appropriate speed limits would be 30mph in villages and 40mph thereafter, this side of the M11.	As above.
3.	<p>Harston Parish Council does not support this speed reduction.</p> <p>The potential housing developments off the A10 in this area will take years to reach fruition. Hence any introduction of this speed reduction in the near future would appear premature.</p> <p>Prior to these potential new house builds, there would appear to be no safety grounds for such a speed reduction.</p> <p>Cambridge County Council's accident map for this section of the A10 shows that for the period 2008 to 2012, there have been four minor accidents, in the current 50mph zone. During the same period, there have been four minor accidents in Harston village, within the 30mph zone, just before the traffic lights at the High Street (A10) and London Road junction. As the same volume of traffic uses both sections of road, this suggests that the</p>	<p>The new junction is required before any of the proposed housing can be built. Given the sub-standard visibility for the junction layout at 50mph a speed limit of 40mph is required to ensure the junction operates safely.</p> <p>Speed survey data for the existing 50mph section of A10 between the Harston 30mph gateway and the northern end of the proposed 40mph showed an average speed of just over 48mph. However additional mitigation measures are proposed as part of the development.</p> <p>Lowering the speed limit from 50mph to 40mph will have limited impact on traffic levels within Harston.</p> <p>The reduced speed limit is being funded by a third party (the developer) so the financial implication to the authority is minimal.</p>

Appendix 2 – RESPONSES RECEIVED

	<p>current 50mph speed limit does not cause accidents.</p> <p>Of particular concern to Harston Parish Council is the potential for this speed reduction to cause the current build-up of traffic on the High Street [A10] to become even worse. Traffic tails back south from the High Street and London Road junction all the way to the southern end of the village. At present, as traffic passes that junction and enters the 50 mph zone, it picks up speed and this pull-effect does help to keep the traffic moving slowly through the village. The proposed reduction in the speed limit would reduce this effect and make the present bad traffic situation in Harston even worse.</p> <p>There should be no question of its introduction without a full and independent traffic survey of the traffic problems in Harston village.</p> <p>In these times of reducing budgets, it is felt that the funds needed to introduce this speed reduction would be better spent on higher priorities such as potholes repair.</p>	
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