

TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH LITTLE ABINGTON, CAMBRIDGE.

To: **Head of Highways and the Local Members representing electoral division below.**

Meeting Date: **17th February 2017**

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

Electoral division(s): **Duxford**

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

Purpose: **To determine objection to the installation of 50 MPH speed limit in Little Abington**

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

<i>Officer contact:</i>
Name: Richard Lumley Post: Head of Highways Email: richard.lumley@cambridgeshire.gov.uk Tel: 01223 703839

1. BACKGROUND

- 1.1** Little Abington & Great Abington are villages in the South Cambs. They fall in the Duxford Ward and lie to the south east of Cambridge, east of the A11.
- 1.1** The scheme is a Local Highways Infrastructure project to implement a speed limit of 50 MPH on this road as shown in Appendix 2.
- 1.2** This scheme was allocated funding by the Transport Delivery Plan.
- 1.3** A local public consultation was undertaken by the parish council; identifying that overall more local residents were supportive of the proposal than not. Chris Foyle determined to proceed with the next stage of the process; that of statutory advertisement.
- 1.4** County Council Officers' discussions with Parish Council representatives resulted in the development of the proposals shown in Appendix 2. The aims were to improve road safety by implementing lower speed restrictions in the parish.

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.
- 2.1.1** The TRO was advertised in the Cambridge News on the 19th October 2016. The statutory consultation period ran from 19th October 2016 until the 9th November 2016.
- 2.2** The statutory consultation resulted in one objection which has been summarized in the table in Appendix 2. The officer response to the objection is also given in the table.
- 2.3** On the basis of this analysis, it is recommended that the restriction is 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 Transport Delivery Plan.

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, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

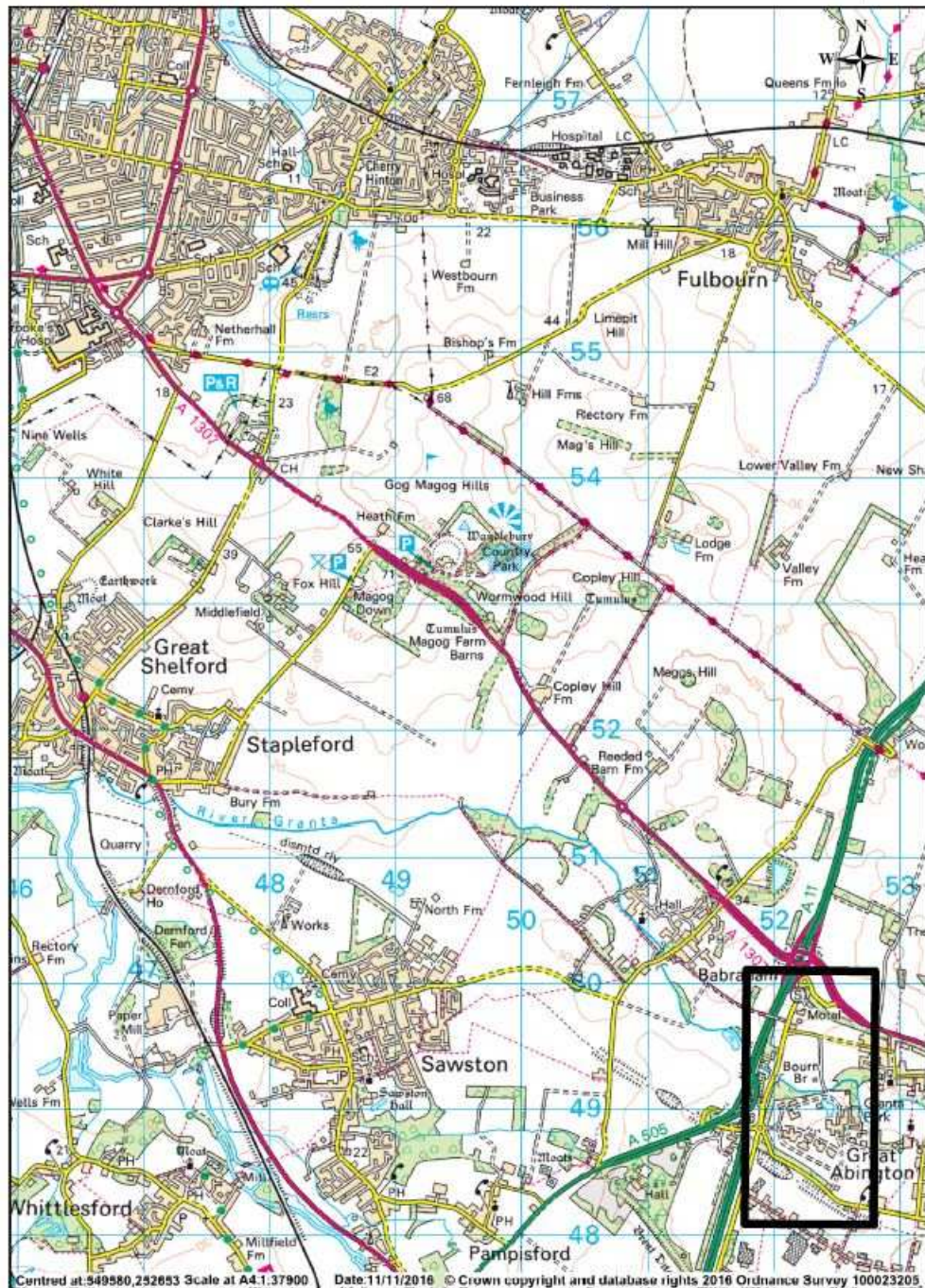
The local Parish supports the scheme.

4.6 Public Health Implications

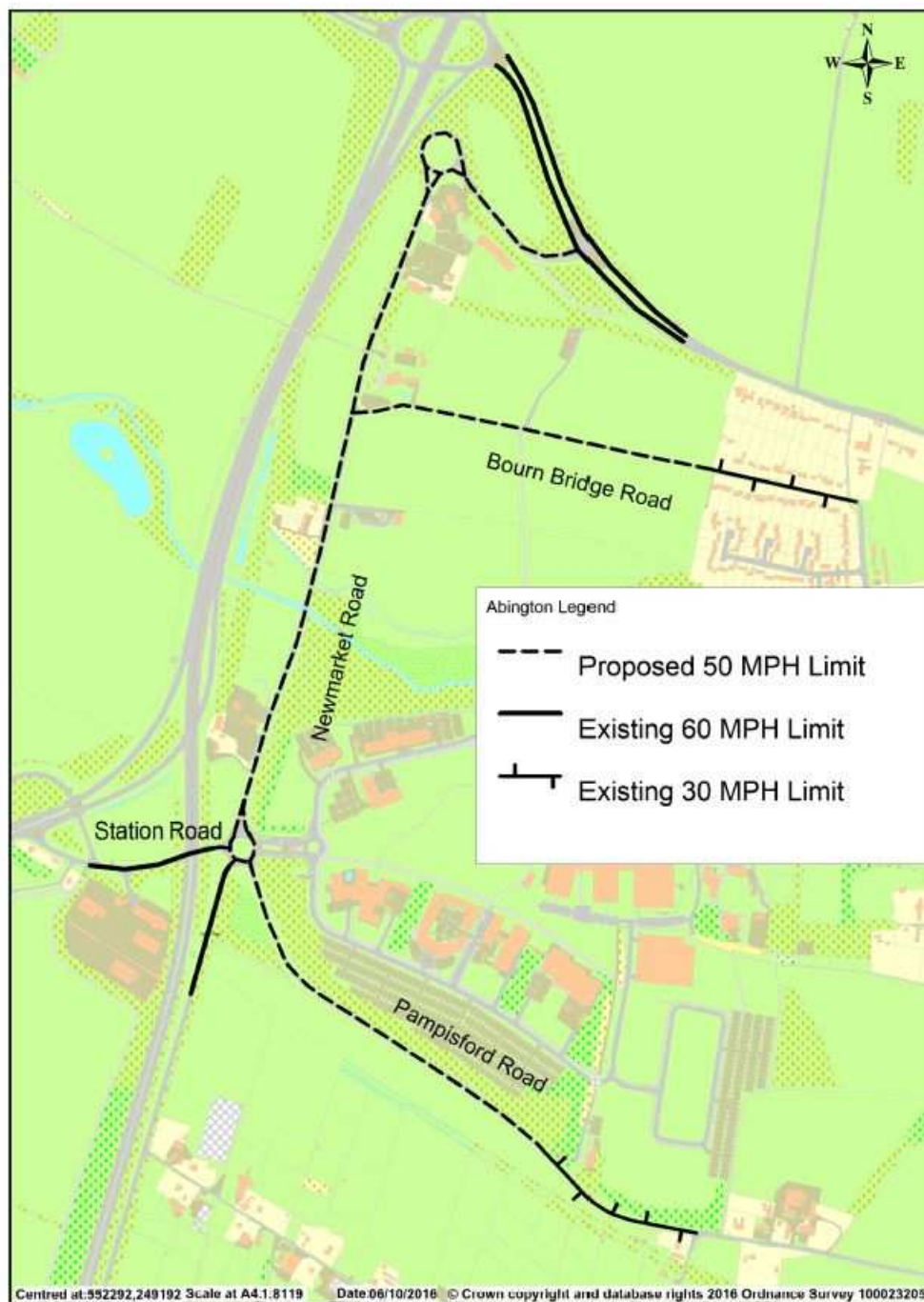
There are no significant implications within this category.

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

Appendix 1 – Location Overview



Appendix 2 – Proposed Restrictions



Appendix 3

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p data-bbox="316 271 564 304">Local Residents</p> <p data-bbox="316 344 783 1261">“Whilst I have no objection to reducing the speed in Newmarket Rd (although I feel this will have little or no impact), I do object to 50mph signs being erected on Bourn Bridge Road at the point where the residential section begins. As you are aware speedwatch operate at this point due to speeding in the 30mph section encouraged by the current National Speed limit signs. Replacing these with 50mph signs goes against everything speedwatch is trying to achieve and in fact will only validate to drivers that it's OK to speed up to this limit whilst still in the 30mph. This change has no clear benefit to residents & adds no value to the overall situation in this location and there should be better solution to lowering speeds in this section.</p> <p data-bbox="316 1301 783 1518">Going forward I would be looking for the limit signs to be moved further out along Bourn Bridge Road and a speed table introduced at the point the residential section starts.”</p>	<p data-bbox="810 344 1350 824">Moving the 30mph limit further out of the village would not comply with County policy regarding speed limits as there are no frontages. A traffic table would not be possible in isolation and would need to be within a series of traffic calming features (this depends on the site environment such as street lighting). A 50mph limit does not validate speeding through the village although it is recognized that speeds do increase on approaches to higher limits.</p>