

**CONSIDER OBJECTIONS RECEIVED IN RELATION TO PROPOSED
40MPH BUFFER SPEED LIMIT ON B1046 MEADOW ROAD, GREAT
GRANDSDEN**

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

Meeting Date: 14th June 2018

From: Executive Director: Place & Economy

*Electoral
division(s):* St Neots East & Gransden

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

Purpose: To determine objections to the introduction of a
40mph Speed Limit on B1046 Meadow Road, Great
Gransden

Recommendation: a) Introduce the published 40mph Speed Limit on
B1046 Meadow Road, Great Gransden

b) Suggest that the objectors contact Great
Gransden Parish Council with a view to
submitting an LHI application for a 50mph
speed limit on the remaining length of Meadow
Road.

c) Inform the objectors accordingly

<i>Officer contact:</i>
Name: Sonia Hansen
Post: Traffic Manager, Highways Service
Email: sonia.hansen@cambridgeshire.gov.uk

1. BACKGROUND

- 1.1** B1046 Meadow Road provides the main access road to/from Great Gransden from the west, i.e. from the St Neots direction (Appendix 1). The proposal is to introduce a 40mph buffer speed limit outside of the existing 30mph speed limit, which covers the main part of the village.
- 1.2** Some drivers appear to use Meadow Road during peak times to avoid congestion on the A428 which runs roughly parallel between Cambridge and St Neots. At other times the road is relatively lightly trafficked. The proposed 40mph buffer limit is intended to reduce the speed of traffic entering/leaving the village and result in a smoother transition between the national speed limit and the 30mph limit in the village.
- 1.3** The new 40mph speed limit on B1046 Meadow Road, Great Gransden would be from a point 72 metres north-west of its junction with Warseley Road extending 325 metres in a north-westerly direction (Appendix 2).
- 1.4** This is a Local Highway Improvement (LHI) scheme, part-funded by Great Gransden Parish Council. They submitted a previous application for a 50mph speed limit westwards from the proposed 40mph speed limit, but that was unsuccessful. In their current application the Parish Council only requested the 40mph limit, not the 50mph one.

2. TRAFFIC REGULATION ORDER (TRO) PROCESS

- 2.1** The TRO procedure is a statutory 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 submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations including the emergency services. All residents affected by the proposal received a consultation letter.
- 2.2** The proposed speed limit was advertised in the Hunts Post on 25th April 2018 and the statutory consultation period ran until 28th May 2018.
- 2.3** The statutory consultation generated five objections to the published proposals, all from local residents. The main points raised in relation to the proposed restrictions have been summarised in the table in Appendix 4. The officer responses to the objections are also given in the table.
- 2.4** The proposals are supported by District Councillors Barbara Boddington and Richard West. Cambridgeshire Police and Huntingdonshire District Council have raised no objections to the proposal.

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 LHI funding including a contribution from Great Gransden Parish Council.

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 speed limit. The documents associated with the proposal were available to view in the reception area of Shire Hall and at the Highways office at Vantage House, Huntingdon.

4.5 Localism and Local Member Involvement

County Councillor Julie Wisson and relevant the District Council Members were consulted.

4.6 Public Health Implications

There are no significant implications within this category.

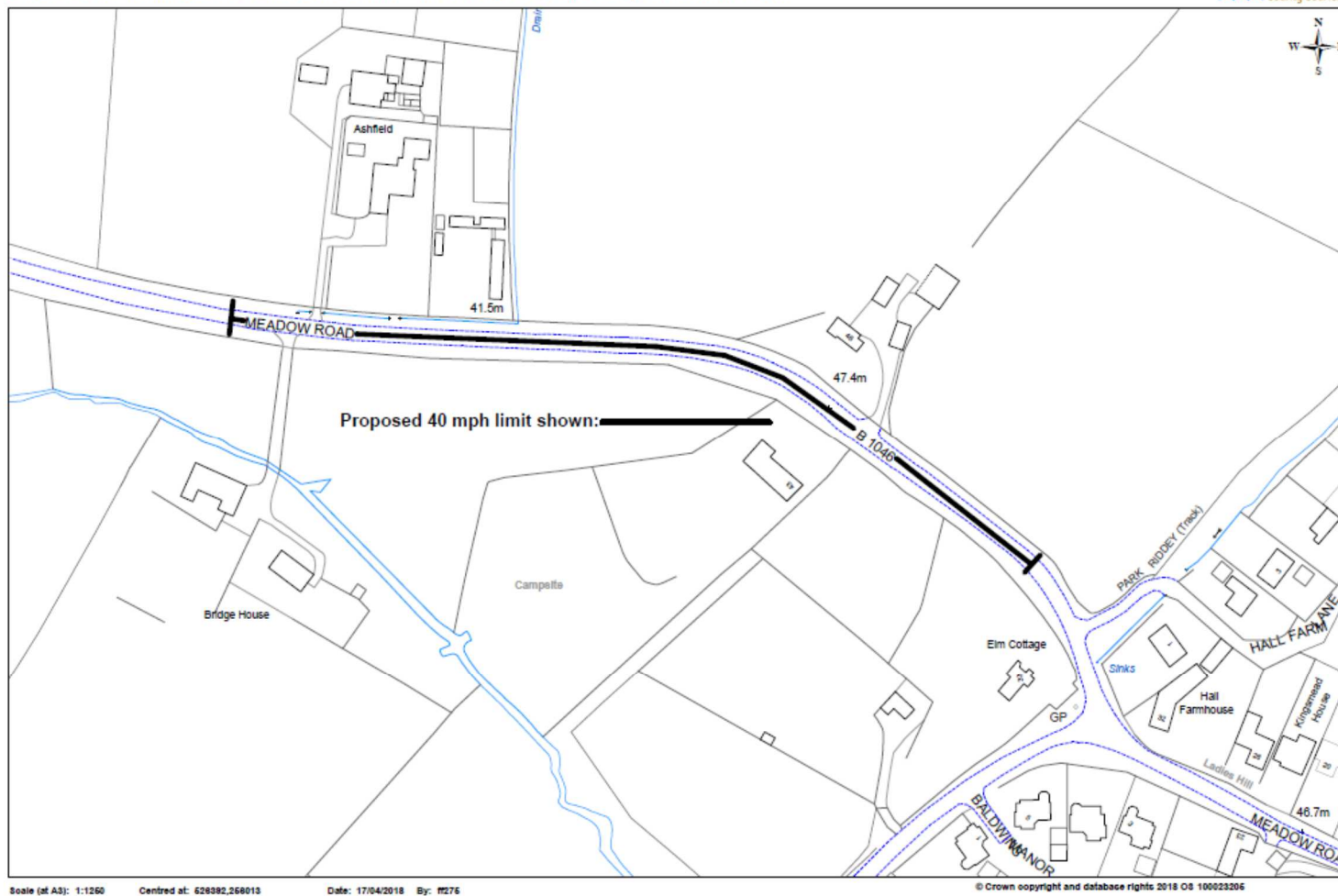
Source Documents	Location
Consultation responses Draft Traffic Regulation Order Written objections/representations	Vantage House Washingley Road Huntingdon PE29 6SR

Appendix 1 – Location of B1046 Meadow Road, Great Gransden

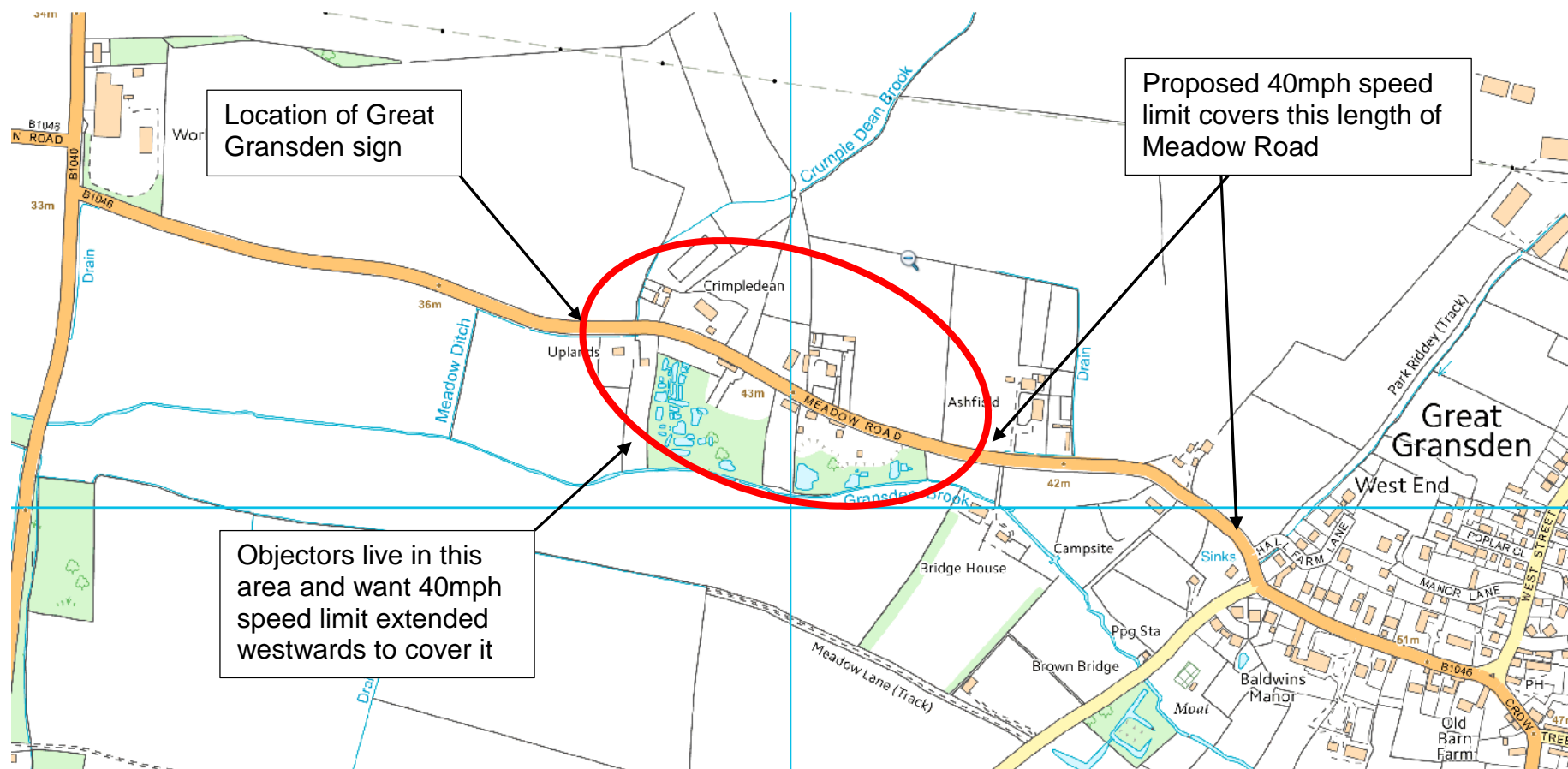


Appendix 2 – Length of Proposed 40mph Speed Limit

PROPOSED 40 MPH BUFFER SPEED LIMIT - MEADOW ROAD (B1046), GT.GRANDSEN



Appendix 3 – Objectors’ Requested 40mph Speed Limit



Appendix 4		
No.	Summary of Objections/ Representations	Officer's Comments
1	The current proposal is too short to be of any real benefit.	The proposed 40mph speed limit is intended to be a short "buffer" limit to offer a smoother transition between the national speed limit (60mph for cars) and the 30mph limit covering the main part of Great Gransden. Evidence suggests that these types of speed limit are effective in reducing the speed of traffic entering and leaving villages.
2	The proposed 40mph speed limit needs to be extended westwards to the Great Gransden village sign to cover more properties on Meadow Road. (Appendix 3 shows the relevant length of road)	If the 40mph speed limit was extended to the Great Gransden sign it would include a length of approximately 200 metres of road with no roadside development. Due to the fact that it feels like an open rural road, drivers would fail to understand the need for a 40mph speed limit. In this situation compliance would be poor without additional speed reducing measures. A more realistic speed limit for that stretch would be a 50mph limit, which the Parish Council previously requested. They could re-submit an LHI application, but they would need to provide speed data and consult with Police. However, there is no guarantee of a successful outcome.
3	The extra length contains 8 residential premises and 3 agricultural entrances.	It is accepted that there are outlying properties that are not covered by the published 40mph speed limit, but they are generally set back from the road with their own off-road parking. This is not an uncommon situation for a rural road and in itself is not a justification for a lower speed limit.
4	A lower speed limit would improve road safety on the extended length of road.	There have been no recorded injury collisions on the whole of Meadow Road in the past 5 years. It is accepted that there might have been near misses and that there are local anxieties around traffic issues on this stretch of road.

5	Speeds are high on the additional length of road and the alignment of the road restricts forward visibility, particularly of vehicles emerging from side turnings.	Drivers are likely to drive up to the national speed limit on a rural road of this kind. Although there are some bends and undulations, forward visibility is reasonably good, which itself encourages high speeds. The onus is on those emerging from side roads to access the highway in a safe manner. If necessary and possible, residents could consider improving their access arrangements, for example, by trimming back hedges to improve visibility.
6	A number of premises own horses that are ridden along the road, which would be safer if the speed limit was reduced.	It is acknowledged that riding a horse along this stretch of road is likely to be an uncomfortable experience, particularly at busier times of the day.
7	There are no footways along this length of road, which makes walking hazardous.	There are no footways along this road, primarily due to its very low useage by pedestrians. The verges are relatively wide, which will assist the small number of people walking along the road. The speed limit would not have a significant bearing on this.