

**CONSIDER OBJECTIONS RECEIVED IN RELATION TO A PROPOSED 20MPH  
SPEED LIMIT ON VARIOUS ROADS IN SUTTON AND THE INSTALLATION OF  
SPEED CUSHIONS IN CHURCH LANE, SUTTON**

**To:** Delegated Decision of Traffic Manager and the Local Member representing the electoral division below.

**Meeting Date:** 23<sup>rd</sup> April 2019

**From:** Executive Director: Place & Economy

**Electoral division(s):** Sutton

**Forward Plan ref:** n/a                      **Key decision:** No

**Purpose:** To determine objections received to the proposed 20mph speed limit on various roads in Sutton.

To determine objections received to the proposed installation of speed cushions in Church Lane, Sutton.

**Recommendation:**

- a) Introduce the proposed 20mph speed limit on various roads in Sutton as published.
- b) Install the two speed cushions on Church Lane, Sutton as published.
- c) Inform the objectors accordingly

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## **1. BACKGROUND**

- 1.1 This is a Local Highway Improvement (LHI) scheme, part-funded by Sutton Parish Council, and includes a new 20mph speed limit and speed cushions.
- 1.2 It is proposed to introduce a 20mph speed limit on a number of roads in the centre of Sutton, as listed in the public notice in Appendix 1 and as shown on the drawing in Appendix 2. The width, alignment and character of these roads means that traffic speeds in most of them are already relatively low. This means that there should be a reasonable level of compliance with the lower speed limit and it will not place a heavy enforcement burden on the police. Central government guidance encourages local authorities to introduce 20mph speed limits in suitable areas, including residential roads through towns and villages. A 20mph limit could not be justified on the other roads in Sutton, so the existing 30mph speed limit would be retained on those.
- 1.3 It is also proposed to install two sets of speed cushions in Church Lane as per the details included in Appendices 3 and 4. This road is included within the proposed 20mph speed and the cushions are designed to physically restrain vehicle speeds, thereby assisting with compliance of the 20mph limit. Speed cushions are a type of road hump designed to allow larger vehicles, such as buses, to straddle the cushions, so that they allow for a more comfortable ride for passengers and create less noise.

## **2. MAIN ISSUES**

- 2.1 The introduction of a lower speed limit requires the County Council to process a legal Order. This involves 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. The installation of certain traffic calming features, including speed cushions, requires a similar consultation process.
- 2.2 The proposed speed limit and speed cushions were advertised in the Ely Standard on 28<sup>th</sup> February 2019 and the statutory consultation period ran until 22<sup>nd</sup> March 2019.
- 2.3 The statutory consultation generated a total of 8 representations, including 3 objections, 2 in support of and 3 offering comments on the published proposals. Some of the feedback received was related to both the speed limit and cushions, whereas some related to just one element. The points raised in relation to the proposals are included in the table in Appendix 5 and officer responses are also given in the table.
- 2.4 Cambridgeshire Police do not object to the proposals.

## **3. ALIGNMENT WITH CORPORATE PRIORITIES**

Report authors should evaluate the proposal(s) in light of their alignment with the following three Corporate Priorities.

**3.1 A good quality of life for everyone**

Speed reduction measures, such as 20mph speed limits and traffic calming devices, are designed to create a safer environment for all road users. They can bring about modest environmental and community benefits.

**3.2 Thriving places for people to live**

*There are no significant implications for this priority.*

**3.3 The best start for Cambridgeshire's children**

*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 Sutton Parish Council.

**4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

*There are no significant implications within this category.*

**4.3 Statutory, Legal and Risk Implications**

*The required statutory process for this proposal has been followed.*

**4.4 Equality and Diversity Implications**

*There are no significant implications within this category.*

**4.5 Engagement and Communications 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 offices of East Cambridgeshire District Council at Ely.

**4.6 Localism and Local Member Involvement**

County Councillor Lorna Dupre, the relevant the District Council Members and Parish Council were consulted.

**4.7 Public Health Implications**

There are no significant implications within this category.

Source Documents	Location
<p><b>Copies of written representations (redacted) received during the public notice period</b></p>	<p>Highways Office Vantage House Huntingdon PE29 6SR</p> <p>The document can be viewed online here –  <a href="https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1205/Committee/30/Default.aspx">https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1205/Committee/30/Default.aspx</a></p>

# PUBLIC NOTICE

**CAMBRIDGESHIRE COUNTY COUNCIL**  
**(VARIOUS ROADS, SUTTON) (20 MPH SPEED LIMIT) ORDER 20\$**

Cambridgeshire County Council proposes to make an Order under Sections 84 of the Road Traffic Regulation Act 1984 and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with paragraph 9 of Part III of Schedule 9 to the Act the effect of which will be to introduce a 20mph speed limit in the following roads in Sutton:-

- |  |                   |                  |
|--|-------------------|------------------|
| • Church Lane                              | • Link Lane       | • Steward's Lane |
| • Eastwood Close                           | • Oates Close     | • Sutton Court   |
| • Fairfield                                | • Pippin Close    | • Sutton Park    |
| • Garden Close                             | • Pound Lane      | • The Southernns |
| • High Street                              | • Red Lion Lane   | • Windmill Lane  |
| • Lawn Lane                                | • Steward's Close | • Windmill Walk  |
| • Station Road (Church Lane east for 240m) |                   |                  |

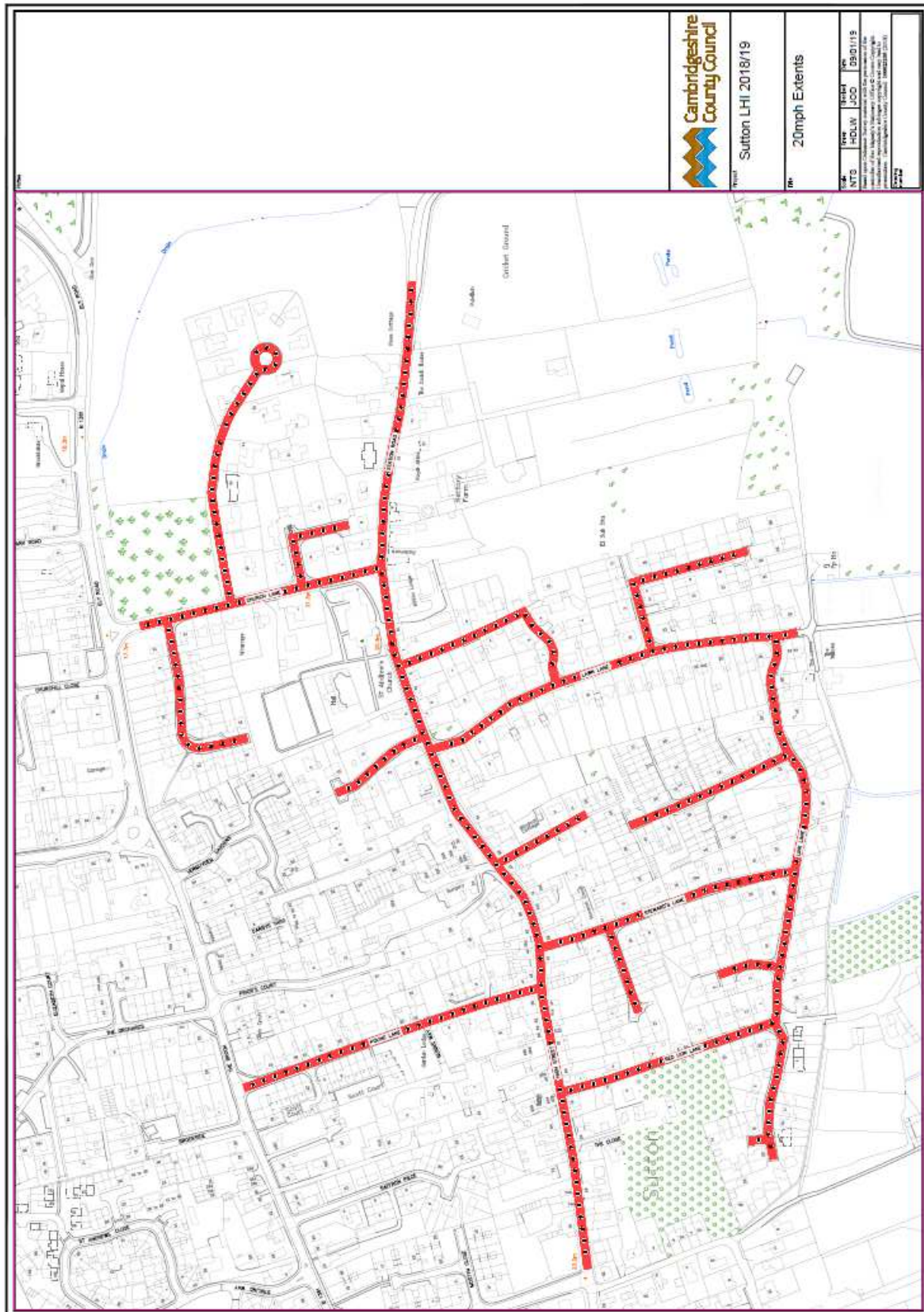
Further details of the above proposal, including a plan, may be examined at Reception, Shire Hall, Castle Hill, Cambridge CB3 0AP or at East Cambridgeshire District Council, The Grange, Nutholt Lane, Ely CB7 4PL during normal office hours or go to <http://bit.ly/cambridgeshiretro>

Objections to the proposal, together with the grounds on which they are made or any additional comments, must be sent in writing to the undersigned or by email to [policyandregulation@cambridgeshire.gov.uk](mailto:policyandregulation@cambridgeshire.gov.uk) by 22<sup>nd</sup> March 2019 quoting reference PR0529. If you require further information regarding this proposal please telephone Harry de Lancey-Wheeler in the Local Projects team (0345 045 5212).

*Graham Hughes, Executive Director, Place and Economy, c/o Policy and Regulation, Vantage House, Washingley Road, Huntingdon PE29 6SR*

*28<sup>th</sup> February 2019*

## Appendix 2





## Appendix 3

# PUBLIC NOTICE

## **CHURCH LANE, SUTTON** **NOTICE OF INTENTION TO INSTALL SPEED CUSHIONS**

NOTICE is hereby given that Cambridgeshire County Council proposes to install 2 sets of Speed Cushions (each set has 2 individual cushions each 1.65m wide with 0.8m gaps at a height of 75mm) at the following locations in Church Lane:-

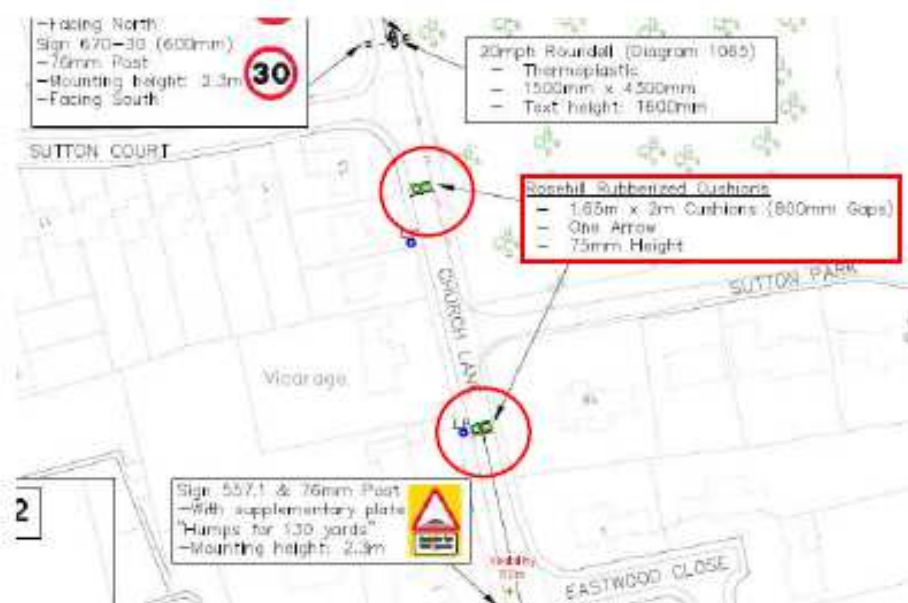
- 21 metres south of its junction with Sutton Court.
- 22 metres south of its junction with Sutton Park.

Further details of the above proposal, including a plan, may be examined at Reception, Shire Hall, Castle Hill, Cambridge CB3 0AP or at East Cambridgeshire District Council, The Grange, Nutholt Lane, Ely CB7 4PL during normal office hours or go to <http://bit.ly/cambridgeshiretro>

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28<sup>th</sup> February 2019







## **Appendix 5**

<b>No.</b>	<b>Summary of Objections/ Representations</b>	<b>Officer's Comments</b>
1	<p><u>Objects</u> to 20mph speed limit and speed cushions for the following reasons:-</p> <ul style="list-style-type: none"> <li>• Most people drive considerately and speeds are naturally below 30mph.</li> <li>• The 20mph limit will make no difference to those drivers who ignore speed limits.</li> <li>• The lower speed limit will increase engine emissions, pollution and noise in an area where there is a nursery and doctor's surgery.</li> <li>• Speed cushions are noisy and can damage a car's suspension, including when leaving their driveway.</li> <li>• Would support other measures, such variable message signs.</li> </ul>	<p>Government advice is that 20mph speed limits should be used in roads where actual vehicle speeds are already relatively low. In this situation compliance with the lower limit is likely to be reasonably good and will not place an unacceptable enforcement burden on the police.</p> <p>There is little evidence to suggest that measures to lower traffic speed will create significant undesirable environmental impacts, such as increased pollution.</p> <p>The speed cushions will be fully compliant with all current legislation and standards. Therefore, with appropriate driving practices there should be no issues with vehicle damage.</p> <p>Other traffic calming measures can be used, but speed cushions are considered to be one of the most effective types of speed reduction device.</p>
2	<p><u>Opposes</u> the speed cushions for the following reasons:-</p> <ul style="list-style-type: none"> <li>• Speeding is not sufficiently severe to justify these measures.</li> <li>• Likely damage to their vehicles due to daily use.</li> <li>• Vehicles slowing down will increase pollution.</li> <li>• Possible damage to drains.</li> <li>• They will suffer noise and vibration, which can create structural damage.</li> <li>• It is a bus route which will add to the noise and vibration.</li> </ul>	<p>The response to some of these issues are as stated above.</p> <p>There is no clear evidence that traffic calming devices cause structural damage to adjacent properties.</p> <p>Buses will be able to straddle the speed cushions, so the impact on services would be negligible.</p>

	<ul style="list-style-type: none"> <li>• One of the speed cushions will hinder the installation of a planned driveway.</li> <li>• Concerns about lack of earlier consultation.</li> <li>• Unclear about the justification for these measures.</li> <li>• Other measures, such as traffic islands, would have less impact on adjacent residents.</li> </ul>	<p>The property in question already has dropped kerbs and a garage to the side. It would appear that no application has been submitted for a new vehicular access. The Council cannot modify traffic schemes in anticipation of an event that may not happen. The speed cushion has been located at the boundary of two properties, which is often the best and less inconvenient place to site them.</p> <p>Sutton Parish Council would be responsible for undertaking any preliminary consultation. The County Council statutory process has provided a further opportunity for local people to have their say.</p> <p>There have been local concerns about excessive speed in this road and tackling this is a priority for the Parish Council, hence it has been put forward as an LHI scheme.</p> <p>Other traffic calming measures can be used, but speed cushions are considered to one of the most effective types of speed reduction device. Furthermore, there is insufficient carriageway width to install traffic islands on Church Lane.</p>
3	<p><u>Objects</u> to the speed cushions as part of the 20mph speed limit for the following reasons:-</p> <ul style="list-style-type: none"> <li>• They cause additional noise and environmental pollution.</li> <li>• Causes damage to vehicles.</li> <li>• Where used elsewhere, they have subsequently had to be removed.</li> <li>• Suggests that the 20mph speed limit be trialled without the cushions and consider them if the 20mph alone proves ineffective.</li> </ul>	<p>The response to some of these issues are as stated above.</p> <p>The speed cushions are required to assist with drivers adhering to the 20mph limit. The police would oppose the 20mph limit without supporting traffic calming measures.</p>
4	<p><u>Supports</u> the 20mph speed limit for the following reasons:-</p> <ul style="list-style-type: none"> <li>• It will act as a deterrent to through-traffic.</li> </ul>	Noted.

	<ul style="list-style-type: none"> <li>• Slower average speeds will reduce car damage and could help prevent pedestrian injuries.</li> <li>• Speedwatch has equipment that can monitor traffic speeds and assist police enforcement.</li> </ul>	
5	<p><u>Supports</u> the speed cushions for the following reasons:-</p> <ul style="list-style-type: none"> <li>• Will stop speeding traffic.</li> <li>• Will deter drivers from using Church Lane as a “rat-run”.</li> <li>• Traffic is contributing to damage to the church.</li> </ul>	Noted.
6	<p><u>Comment</u> asking that consideration be given to including The Row within the 20mph speed limit otherwise drivers will use it as a “rat-run” to avoid the 20mph limit in High Street.</p> <p>In contrast, it seems a waste of money to include a short cul-de-sac within the 20mph limit.</p>	<p>The length of High Street that runs parallel to The Row is not within the 20mph speed limit, so it is very unlikely that drivers will divert.</p> <p>It is accepted that a 20mph limit will have very little effect in a short cul-de-sac. However, 20mph limits are often introduced on a zonal basis with all roads within covered by it. If side roads were not included all of the junctions would need to have 20/30 signs to indicate the speed limit change.</p>
7	<p><u>Comment</u> stating that the speed cushions are a good idea, but may be ineffective due to vehicles being able to straddle them. Preference would be for full width “table-top” type humps.</p>	Speed cushions have been chosen, so that they will have less impact on bus services and other larger vehicles. They would also be less expensive and therefore more cost-effective.
8	<p><u>Comment</u> that the 20mph speed limit would be welcome, but is mostly concerned about the poor condition of the road surface. There are concerns about excessive speeds, which causes difficulties for residents getting out of their driveways.</p>	The measures are expected to lower traffic speeds, thereby helping residents. There are no plans to resurface roads as part of this scheme.