

TRAFFIC CALMING OBJECTIONS ASSOCIATED WITH ELM

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

Meeting Date: **28th July 2017**
From: **Executive Director: Economy, Transport & Environment**

Electoral division(s): **March North and Waldersey**

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

Purpose: **To determine objections to the installation of traffic calming in the parish of Elm**

Recommendation: **a) Implement the traffic calming as advertised
b) Inform the objector accordingly**

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

- 1.1** The parish of Elm is located approximately 2.5 miles south of Wisbech in the District of Fenland (appendix 1).
- 1.2** Elm Parish Council have been successful in applying for funding through the Local Highways Improvements Initiative (LHI) in order to address concerns regarding vehicular speeds through the village.
- 1.3** The scheme being promoted is the introduction of speed cushions at various points along the B1101, Begdale Road and Gosmoor Lane. The approximate locations of the speed cushions are shown in (appendix 2), whilst the maximum height of each cushion will be no more than 75mm high.
- 1.4** Following on-site investigations it was determined that the speed cushions that were to be installed on Begdale Road and Gosmoor Lane would be omitted from the final design due to the road width being insufficient for their installation.

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 Fenland Citizen on the 22nd of February 2017. The statutory consultation period ran from 22nd of February until the 17th March 2017.
- 2.3** The statutory consultation resulted in one objection, which has been summarized in appendix 3.
- 2.4** On the basis of this analysis, it is recommended that the traffic calming 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 Councilors, 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 cushions. The proposal was available to view in the offices of Fenland District Council and the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

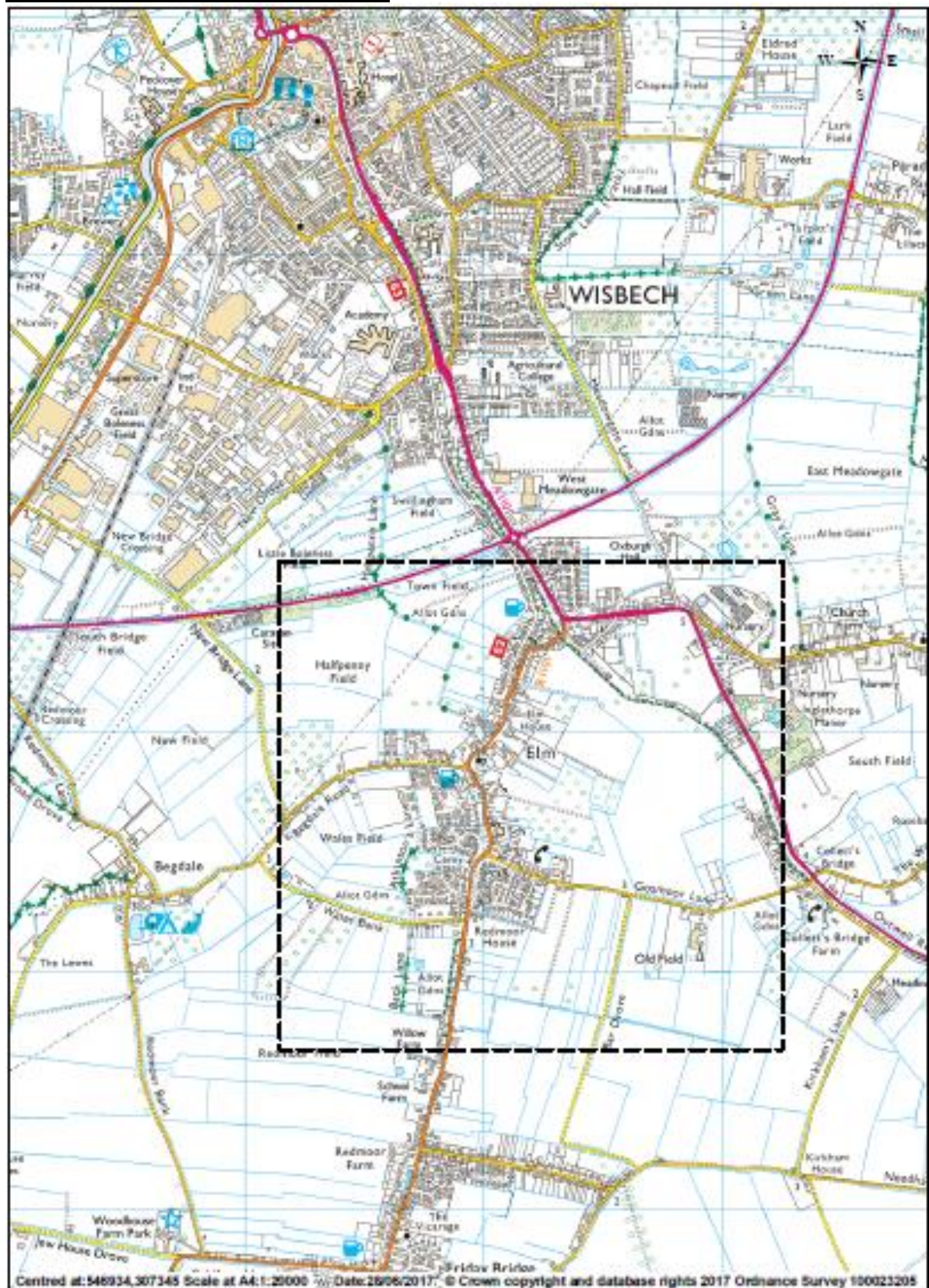
The then County Councillor Gillick was consulted and made no comment. The current County Councillors, Cllrs Count and Cllrs French have been consulted with Cllr Count having expressed his support for the scheme.

4.6 Public Health Implications

There are no significant implications within this category.

| Source Documents | Location |
|---|---|
| Consultation responses Draft Plans Letters of objection | Room:209 Shire Hall Castle Hill Cambridge CB3 0AP |

Appendix 1 – Location Overview



Appendix 3

| | | |
|---|--|---|
| 1 | <p>We can see no reason for 7 pairs of speed cushions through a small village like Elm. They do not help safety but they can and do damage cars that have to drive over them.</p> <p>As I live on the main road I will have to drive over them several times daily.</p> <p>We also consider that they cause more of a safety hazard by vehicles including cyclists and motor cyclists swerving and trying to avoid them.</p> <p>Also there are a great deal of heavy lorries using the road which will bounce over many speed cushions causing noise and vibration, possibly even damaging local properties and contributing more polluting emissions into the atmosphere.</p> | <p>Whilst I realise 7 sets of cushions may seem excessive, we have learnt from previous sites that having a series of speed cushions is far more effective than having 1 or 2 sets of cushions which only slows the driver down for a short period of time in a localised area. Having this many sets will maintain the low speeds throughout the village.</p> <p>There are benefits to be had from the installation of speed cushions. Most notably, the design of the cushions themselves means that cars and larger vehicles, HGVs, tractors etc. will be able to straddle them as they go over, thereby minimising noise and vibration. In addition to this cyclists and, indeed, motorcyclists will be able to pass through unabated as the cushions will not form across the carriageway completely.</p> <p>As part of any scheme which incorporates speed cushions, highway users will have to be forewarned by a series of advanced warning signs. In addition, it is necessary, by law, that such traffic calming measures are lit by a system of street lighting. It is anticipated that these measures should assist in preventing drivers slowing down on approach and revving their engines hard as they leave, which as you know, contributes significantly to air pollution in urban settings.</p> |
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