

Report Title: Objections associated with the proposed installation of speed cushions, 20mph zone and 40mph speed limit on High Street, Babraham.

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

Meeting Date: 10th February 2022

From: Executive Director: Place & Economy

Electoral division(s): Local Members representing Sawston and Shelford.

Key decision: No

Outcome: To determine objections received to the proposed installation of speed cushions, 20mph zone and 40mph speed limit on High Street, Babraham.

Recommendation: a) Approve the proposed installation of speed cushions, 20mph zone and 40mph speed limit on High Street, Babraham.

b) Inform the objectors accordingly

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1. Background

1.1 Cambridgeshire County Council has published a proposal to install 4 sets of speed cushions, a 20mph zone and a 40mph speed limit on High Street, Babraham.

1.2 Full details of the proposal are as follows;

To Introduce a 20mph Zone on High Street, Babraham from a point 269 metres north east of its junction with Sawston Road in a north easterly direction for a distance of 630m. Due to the proposed 20mph zone on the High Street the existing 30mph speed limit (by virtue of street lighting) will be reduced and commence from a point 10 metres north east of its junction with Oak Lane in a south westerly direction for a distance of 190m. A 40mph speed limit will be introduced from a point 269 metres north east of its junction with Sawston Road in a south westerly direction for a distance of 400 metres.

To install 4 sets of Speed Cushions on High Street, Babraham in the following locations (dimensions of the proposed speed cushions in brackets);

- Set 1: From a point 350m north east from its junction with Sawston Road (Dimensions are 2m x 1.65m x 0.075m).
- Set 2: From a point 452m north east from its junction with Sawston Road (Dimensions are 2m x 1.65m x 0.075m).
- Set 3: From a point 556m north east from its junction with Sawston Road (Dimensions are 2m x 2m x 0.075m).
- Set 4: From a point 739m north east from its junction with Sawston Road (Dimensions are 2m x 2m x 0.075m).

1.3 A plan showing the proposals can be seen at appendix 1. A detailed plan showing the location of the speed cushions can be found at appendix 2.

1.4 The speed cushions, 20mph zone and 40mph speed limit are being proposed following the submission of a Local Highways Improvement Initiative (LHI) application by Babraham Parish Council. The 20mph zone has been proposed (along with the 4 sets of speed cushions) to reduce vehicle speeds through the village, to improve road safety for all road users to provide a safer environment for residents and visitors. 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 20mph limit in the village.

2. Main Issues

2.1 The Traffic Regulation Order (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. Similarly, the proposed installation of speed cushions requires the County Council to publish a Notice of Intention to inform statutory bodies, members of the public and other interested parties of the proposal. The public notice invites the public to formally support or object to the proposals in writing within a 21 day notice period.

2.2 The public notice was advertised in the Cambridge News on the 15th December 2021. The

statutory consultation period ran from the 15th December 2021 to the 14th January 2022, the public consultation period was extended to 4 weeks due to the Christmas holiday period.

- 2.3 The statutory publication and consultation generated a total of 7 representations, including two objections. The written representations submitted are summarised included in Appendix 3 and officer responses are also given in the table.

3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone
The speed limits and speed cushions have been proposed to reduce vehicles speed through the village, to improve road safety for all road users to provide a safer environment for residents and visitors.
- 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.
- 3.4 Net zero carbon emissions for Cambridgeshire by 2050
The aim of the proposal is to reduce mean speeds, contributing to reduced risk of accident, reduced risk of harm in the event of an accident and increased safety for pedestrians, school students, cyclists and vehicle occupants. It is hoped that the safer road environment will encourage more people to use sustainable modes of traffic.

4. Significant Implications

- 4.1 Resource Implications
The necessary staff resources and funding has been secured through LHI funding.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications for this priority.
- 4.3 Statutory, Legal and Risk Implications
The statutory process for this proposal has been followed. The design and implementation, if approved, would comply with all relevant regulations, standards and other accepted practises. The proposals would improve safety for all road users.
- 4.4 Equality and Diversity Implications
There are no significant implications for this priority.
- 4.5 Engagement and Communications Implications
The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services.

Notices were placed in the local press, were also displayed on site and local residents were consulted. The proposal documents were made available for viewing on Cambridgeshire County Council's website.

4.6 Localism and Local Member Involvement

The County Councillor and District Councillors were consulted, no comments were received.

4.7 Public Health Implications

There are no significant implications for this priority.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: neutral

Explanation: n/a.

4.8.2 Implication 2: Low carbon transport.

Status: positive

Explanation: Will encourage walking and cycling.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Status: neutral

Explanation: n/a.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: neutral

Explanation: n/a.

4.8.5 Implication 5: Water use, availability and management:

Status: neutral

Explanation: n/a.

4.8.6 Implication 6: Air Pollution.

Status: neutral

Explanation: There are no significant implications for this priority.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

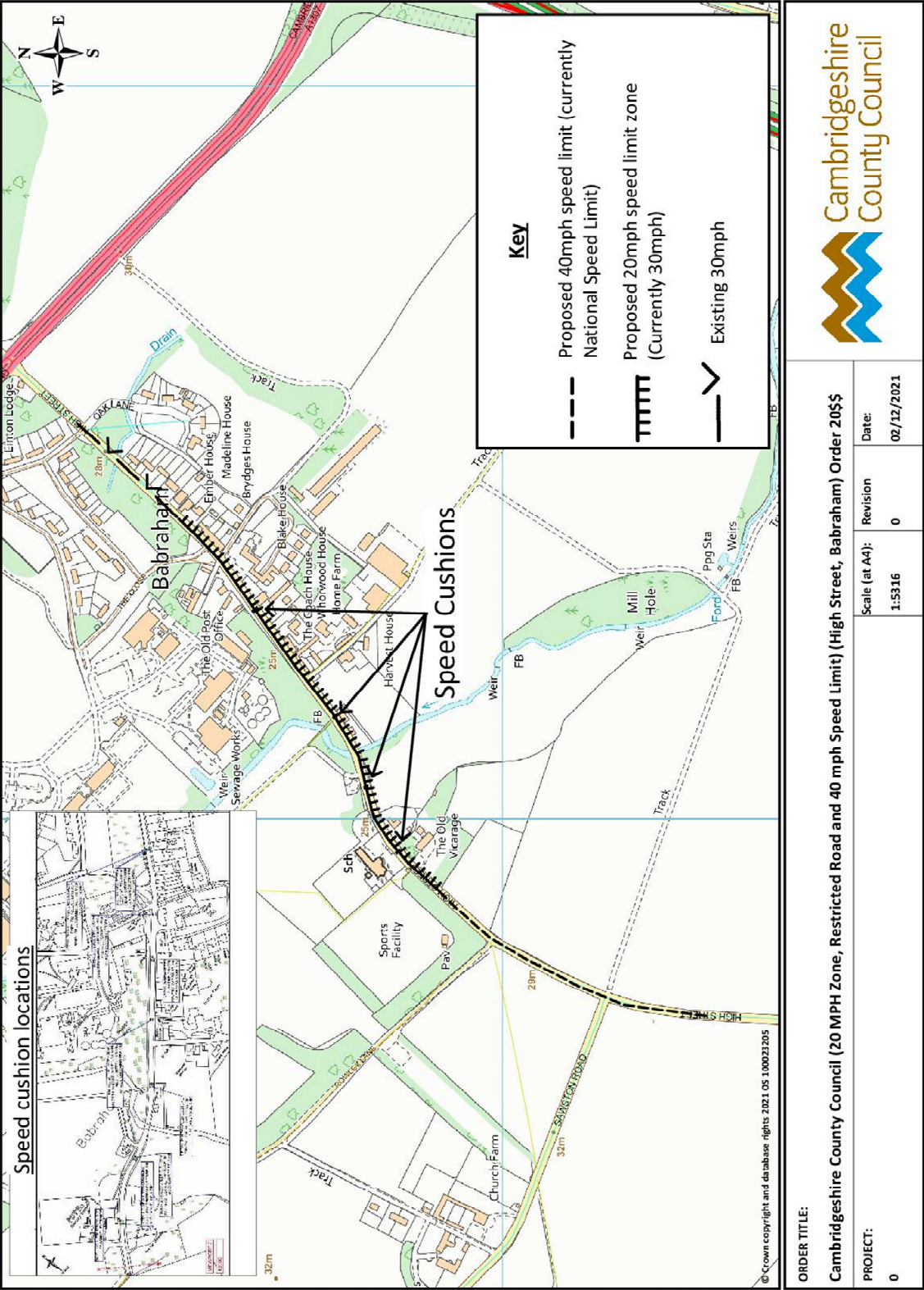
Status: neutral

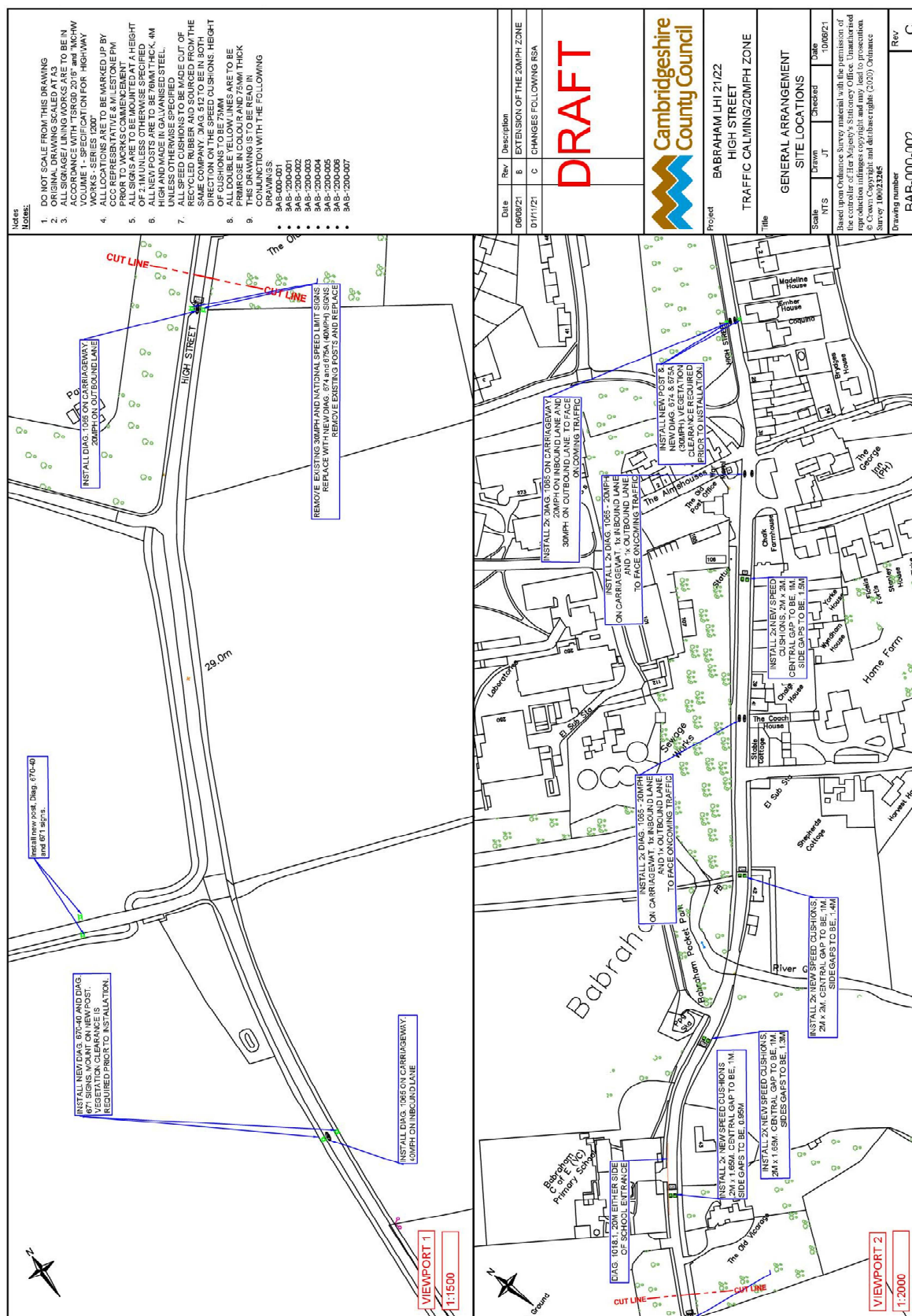
Explanation: n/a

5. Source documents

Source Documents	Location
Draft Traffic Regulation Order Copies of written representations (redacted) received during the public notice period	policyandregulation@cambrdgeshire.gov.uk

Appendix 1: Plan showing the extent of the proposed speed cushions, 20mph zone and 40mph speed limit.





Appendix 3: Comments received during the statutory consultation period to the proposed speed cushions, 20mph zone and 40mph speed limit.

No.	Summary of Objection / Comments	Officer Response
1.	<p>I support a speed reduction to a 20mph limit in the village of Babraham. However, I object to the installation of 'speed cushions' on the grounds that these cause damage to cars; even when driving slowly over these speed cushions, when driving over them repeatedly this causes damage to the inner walls of tyres, which is costly and dangerous. Perhaps other traffic calming measures could be considered, such as more 'alternating priority' points along the High Street. These combined measures of a 20mph limit and alternating priority have been successful in other local villages, including Ickleton, whereas the speed cushions in Duxford appear to do little to moderate speed.</p>	<p>Thank you for responding to our formal consultation on proposed traffic calming along High Street, Babraham and the installation of the 20mph speed limit.</p> <p>Speed cushions were chosen along High Street, Babraham for a number of reasons. Firstly, cost of a full width ramp was too excessive due to the distance of High Street requiring multiple locations and the widths being around 8m on the eastern side of the bridge. Secondly, chicane features were considered; however, these are only effective with flows of traffic in both directions at the same time. Unfortunately, the flows along High Street are more tidal and thus would not have provided adequate traffic to ensure vehicles slowed through the village.</p> <p>This led to speed cushions becoming the optimal solution. Speed cushions have had positive impacts on vehicle speeds through villages and accompanied with the 20mph speed limit, it is felt that they will have a positive effect along High Street.</p> <p>Cambridgeshire County Council has and continue to install speed cushions across the County, most of which are made out of recycled rubber and will sit at a height of 75mm. To which the proposed speed cushions along High Street, Babraham are. The width of the cushions may vary due to the road width of the carriageway, as they do in this case. The width of the speed cushions is considered based upon the type of vehicular traffic through the proposed area and available road width. There are guidance notes from the Government which we follow in all designs of projects involving traffic calming. This guidance gives a clear understanding of the potential effects of specific vehicles traversing a speed cushion. The ones proposed in Babraham have been selected around this guidance. As such we do not anticipate any issues with vehicles traversing the cushions, and thus the likelihood of damage to vehicles being very little to none.</p>

		<p>As a Council, I am unaware of any complaints relating to damage of a vehicle in relation to traversing a speed cushion. If the speed cushions are driven over slowly and straddled correctly then they will not cause damage. Speed cushions are designed to be installed in 20mph and 30mph areas for this reason. Should a vehicle be travelling over the prescribed speed limit and damage is caused then, the person driving the vehicle will be liable to pay for the damages.</p> <p>Should there be any issues post-installation or in other areas relating to speed cushions then please do raise this with Cambridgeshire County Council and we can investigate the incidents.</p>
2.	<p>As a long term resident I have observed a large increase of traffic through the Babraham High Street, in parallel to developments in the area (building Oak Lane housing, and a more significant, rapidly expanding Babraham Research Campus). This results in many more cars and delivery trucks (many to the Babraham campus) travelling along the narrow high street of this small rural village situated in a conservation zone.</p> <p>I fully support the proposed reduction in speed limit (30mph down to 20mph) as indicated in the Speed limit order Ref PR0755.</p> <p>I oppose the installation of 4 sets of speed cushions as per the Notice to Install speed Cushions Ref PR0755. For a resident that needs to move in and out of the village by car on a regular basis, the speed cushions cause damage to the cars suspension over time and as such dis-proportionally discriminate against Babraham resident road users. Please can alternative traffic calming measures be used (e.g., pinch points/chicane, or discreet speed limit signs).</p>	<p>Response to damage caused by speed cushions and alternative traffic calming measures as response to objection number 1 above.</p> <p>With regards to the village being a conservation area and the proposal “destroying the rural charm of the village”, please be assured that we have been in discussion with the South Cambs conservation team over these proposals to ensure disruption to the conservation area is kept to an absolute minimum. Babraham Parish Council have also been involved throughout out, as the applicant for these proposals.</p>

	Also as a small village of conservation status, endless road signs and speed cushions are destroying the rural charm of village.	
3.	<p>I have lived in Babraham for nearly 20 years and have found the High Street to be quite quiet. There is also an existing chicane, which serves to reduce speeding. Overall, I find it to be easy to cross over the High Street safely as a pedestrian and feel safe when using the road as a cyclist or in a car. As such I do not believe the proposed measures are required.</p> <p>A major concern I have is regarding the impacts on the appearance of this attractive village within a conservation area. Excessive signage used to inform motorists of the new speed limit (especially anything luminous or flashing) will detract from the character of the village. I also think speed cushions would be unsightly in this village with many period properties. If they are put in place, I would hope that a design was chosen to minimise impact on the surroundings (e.g., constructing them from brick).</p> <p>I am also concerned about potential damage to vehicles, especially suspension and wheel alignment issues, caused by speed cushions. Larger cars with wide-set wheels may be able to straddle the speed cushion and pass without damage or discomfort, even at speeds greater than 20mph. Wheels of smaller cars must go over the cushion, often with one side of the car lifted higher than the other. Therefore, in a smaller car, one must reduce their speed to far below 20mph to pass comfortably and minimise damage. I therefore feel that speed cushions</p>	<p>This scheme was put forward by Babraham Parish Council to help reduce vehicle speeds through the village. Speed cushions were deemed the best way forward to achieving this goal. The speed cushions will be made out of recycled rubber and signage will be kept to an absolute minimum. By installing a 20mph zone over a limit, we are able to further reduce the amount of signage within the village. We have also discussed the proposals with the South Cambs conservation team to ensure that they were happy with the works.</p> <p>Officer's response to speed cushions causing damage to vehicles as in response to objection 1 above and with regard to the effect on the conservation area as in officer's response to objection number 2 above.</p>

	disproportionately negatively impact people who drive smaller vehicles (which tend to be more environmentally friendly and should be encouraged by councils). Four sets of speed cushions over such a short distance is excessive, and will only exacerbate the potential for damage, especially to the vehicles of residents who will have to pass over them more frequently.	
4.	<p>The speed limit reduction is bad for the environment with emissions increasing due to starting and stopping at the traffic calming measures. The road already includes a lot of stopping and starting due to the nature of on-road parking, narrow parts, bends etc.</p> <p>The real problem at the road is safety from reckless behaviour of parents parking at the school, not the 30 mph speed limit, which is self-limiting due to the nature of the road. Parking for parents should not be allowed there - there should be sensible alternative like the school site parking or the side road behind the school.</p> <p>There is no real need for the speed limit - I am a commuter taking this road daily, and I rarely exceed 25 mph because of the nature of the road. This will make the commute more difficult, but this is not unsafe</p> <p>The cost is excessive, and it would be better spent elsewhere, for example where there is a real risk rather than the parishioners' attitude against driving through Babraham from nearby villages.</p> <p>Also, there is no evidence in the Statement of Reasons for the proposed installation beyond the blanket statements.</p>	<p>To give you some background information on these proposals, the speed limit changes, and speed reduction measures have been requested by Babraham Parish Council having successfully submitted a Local Highways Improvement Initiative (LHI) application. The LHI invites groups and organisations that represent the local community to submit proposal for highways for highway improvements within their community. Schemes are delivered by the County Council on a jointly funded basis and applicants are able to apply for funding of up to £15,000 as a contribution to their scheme. The applicant is expected to provide a minimum contribution of 10% of the total scheme cost. Babraham Parish Council has submitted this proposal to address road safety concerns caused by excessive vehicle speeds on the High Street with the aim of the proposal to reduce mean speeds, contributing to reduced risk of accident, reduced risk of harm in the event of an accident and increased safety for pedestrians, school students, cyclists, and vehicle occupants. It is hoped that the safer road environment will encourage more people to use sustainable modes of traffic notably those travelling to the school and to the Research Campus and Babraham Institute and therefore leading to a reduction in vehicle movements and vehicle numbers at school drop off and pick up times.</p> <p>Generally, vertical speed reduction measures, such as speed cushions are expected to reduce accidents by around 44%. Studies show that motor vehicles are likely to travel at around 15-17 mph over a speed cushion, the scheme in its entirety (the combined speed cushions and the 20mph speed limit) should therefore reduce the need for vehicles to frequently decelerate and accelerate. Taken in its entirety the scheme may have no</p>

		<p>negative effect on air quality whilst the benefits of the scheme will be a safer road environment that will encourage a shift to using sustainable modes of travel.</p> <p>As stated above it is hoped that this scheme will encourage sustainable travel to school which in turn will reduce vehicle numbers at school pick up and drop off times. Further measures to stop vehicles parking in the vicinity of the school (such as single or double yellow lines or school keep clear markings) could be introduced at a later date, however such measures would require the making of a Traffic Regulation Order (TRO) which would involve a public consultation process and would require funding either by LHI or a privately funded application. However single and double yellow lines may not be effective at stopping vehicles stopping on this section of the High Street as even when installed vehicles can still stop to drop off or pick up passengers. With regard to your suggestion of parents using alternative parking such as the school site or side roads, there is limited off-street parking provision within the school grounds and any increase in vehicle movements on the school site is likely to increase the risk of potential collisions. I am not sure which side road behind the school you are referring to as Rowley Lane which runs close to the school site is a gated unsurfaced public bridleway which is unsuitable for motorised traffic.</p>
5.	<p>I welcome the idea of putting speed control measures to make the Babraham village safer. Since a new development in Sawston and lack of alternative roads the traffic via village increased a lot in recent years making it less safe for local people.</p> <p>I was wondering if you would be willing to look into the regulation around usage of the entrance gate to Babraham Research Campus at The Close from 2006 at the same time. In my opinion it might help to solve some congestions problem on the High Street in Babraham.</p>	<p>Thank you for your email, your support for the proposed traffic calming measures on High Street, Babraham is noted.</p> <p>With regards to your request to access Babraham Research Campus from The Close, as this access to BRC is on private land you would need to ask the landowners permission (presumably BRC).</p> <p>Response from Babraham Research Campus, Director of Campus and Facilities:</p> <p>This is a condition of a major Outline planning consent for the campus. As part of that consent, we were required to close the entrance into campus at the Babraham Village (eastern) end and (under a s106 agreement) construct a new entrance and roundabout at the western (A1307) end. This was intended to reduce the numbers of vehicles</p>

<p>I understand that the planning conditions were put in place to strictly limit the use of the Close entrance gate. The condition came with the planning approval for development of the campus in 2006 and included the construction of the new A1307 entrance together with the roundabout. Both were required to reduce the traffic activity through Babraham village and to improve safety around the entrance/exits opposite the George and what is now, Oak Lane.</p> <p>Initially the condition allowed use of the Close entrance for emergencies only, but we were granted an allowance that enabled entrance to and from the Close for users of the Nursery, Close residents and campus maintenance teams to gain access.</p> <p>I am a parent of children attending Babraham Primary School and I work at Babraham Research Campus. My everyday routine requires driving via Babraham. The location of the school does not give me many options to access it and I have to come to the school via Babraham. In order to get to work I have to drive via High Street in the village, join the traffic on 1307, then use the Babraham roundabout and access the Campus via a "new" gate.</p> <p>I understand that the access via the gate on The Close is very limited however I was wondering if it could be extended to parents whose children attend the school as it is done for parents dropping off their kids at the Nursery. We are already in the village due to the lack of any other routes and we do drive by that gate every single day. I know the access is given to residents of The</p>	<p>movements and improve traffic safety through the village.</p>
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Close, however I personally do not know anyone who drives to work from The Close.

I would like to support the case by the fact that I am already in the village by the Babraham School, I pass this gate and going "around" not only makes the journey longer but also contributes to additional pollution and level of stress while accessing very busy 1307. It also adds extra cost which seems to be a serious issue due to rising prices of petrol and its shortages. Moreover, it is not the most sensible approach if we consider the climate change due to the emission of greenhouse gasses. Most of parents perhaps would use it that gate only twice a day, while only in the morning it might create a bit of extra traffic on The Close. In the afternoon people leave at different times due to shift work, work from home schemes and different times of picking children from the school/after school club. I would be very grateful if you are so kind to look at it again and reconsider its impact on the environment and safety on the High Street.

I am aware that the restrictions were put in place to reduce the traffic activity through the Babraham village. Since 2006 a lot of things had changed, including the building of many new houses in Babraham at Oak Lane as well as in Sawston by Babraham Road. This new addition of tens of houses increased the traffic via the village considerably (many lorries in the morning hours). Moreover, part of High Street is a "single lane" due to lack of proper parking for the residents. This creates a lot of aggravation as many cars need to bay to allow the traffic from the other direction. This is possibly the part of the problem

	<p>which contributes to speeding later on as people are frustrated by the driving exercise via Babraham village.</p> <p>Since the agreement was made 16 years ago, I am wondering whether you would be willing to look at my request and expand access rights for "The Close gate" to parents working on the Campus who have children in Babraham Primary School.</p>	
6.	<p>Dear Sir,</p> <p>I wrote to you last year expressing my concerns that the proposed traffic calming scheme in Babraham does not go far enough to protect the safety of residents (4 houses at CB22 3AR, 1 house at CB22 3AG and 6 houses at CB22 3AH) without pavement on their side of the road. The residents, some of them frail and some with young children, have to cross the High Street to use the pavement on the other side of the road, opposite their houses to get to the bus stop, post box, school, nursery, The George, the church, the Pocket Park, etc. It is really not safe to cross the road with cars driving along at 50 mph or more, which happens specifically on this stretch as motorists leave/enter the village - this is happening even now, as I write!, however we have no other option if we are to access the pavement.</p> <p>I understand that the further funding needed to install additional speed cushions is not available, however, you suggested that the 20mph speed limit zone could be extended to the junction with Oak Lane which would involve no additional cost. I can see that the current proposal does not include such extension of the 20 mph zone, which leaves the</p>	<p>Unfortunately, looking into an extension of the 20mph zone to the east, we would incur additional costs. This is due to the requirement for further lining or signage works between the proposed location and Oak Lane. As such this would thus increase the overall cost of the scheme to outside the available budget.</p>

	<p>residents of the 11 houses exposed to a high risk every time they cross the road. In addition, all residents of Oak Lane, wishing to reach the bus stop or the nursery are exposed to the same risk.</p> <p>Could I ask you to reconsider the possibility to extend the 20 mph zone up to and including the junction with Oak Lane. This request is even more pertinent now, as the traffic through the village is bound to increase with the new housing developments in H1b and H1c in Sawston.</p>	
7.	<p>We are very pleased with the proposed development described in your letter ref. PR0755 dated 13th December 2021, and we fully support this initiative.</p> <p>Many cars speed through Babraham and do not respect the existing speed limit of 30 MPH.</p> <p>Last December, our young son was the victim of a hit-and-run accident caused by a car speeding on High Street. Hopefully the new reduced speed limit, associated with speed cushions in four different places, will help make High Street a safer place and avoid the repetition of such appalling accidents.</p>	<p>Thank you for your email regarding the proposed 20mph zone and speed cushion on High Street, Babraham. Your support for these proposals is noted.</p>