

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH  
WIMBLINGTON ROAD, MARCH**

*To:* Highways and Community Infrastructure Committee

*Meeting Date:* 28<sup>th</sup> April 2015

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

*Electoral division(s):* March West

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

*Purpose:* To determine objections received to the Traffic Regulation Order (TRO) associated with Wimblington Road, March

*Recommendation:* a) Approve and make the Order as advertised  
b) Inform the objectors accordingly

<b><i>Officer contact:</i></b>	
Name:	Richard Lumley
Post:	Head of Local Infrastructure and Street Management
Email:	<a href="mailto:richard.lumley@cambridgeshire.gov.uk">richard.lumley@cambridgeshire.gov.uk</a>
Tel:	01223 703839

## **1. BACKGROUND**

- 1.1** Wimblington Road (B1101) is situated to the south of March. The B1101 runs from the Isle of Ely Way (A141) in a northerly direction through March Town Centre (**Appendix 1**).
- 1.2** The project seeks to reduce the current speed limit on Wimblington Road, March from 40mph to 30mph, a distance of 735 metres (**Appendix 2**). This project is being carried out under the County Council's Third Party Funding Initiative, with March Town Council and three of its Town Councillors funding the work.
- 1.3** March Town Council held two public meetings concerning this proposal, at which there was strong local support and approval from a police presence.
- 1.4** Part of the decision to proceed with speed limit reduction, is due to the planned improvements to the current street lighting system on Wimblington Road, under a scheme jointly funded by the County Council, Fenland District Council and March Town Council.

## **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 18<sup>th</sup> February 2015. The statutory consultation period ran from 17<sup>th</sup> February 2015 to 20<sup>th</sup> March 2015.

The statutory consultation resulted in one objection which is detailed in **Appendix 3**.

- 2.3** The single objection received was from the Police however, there were no comments received from the other emergency services.

## **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**

There are no resource implications, the scheme is entirely third party funded.

### **4.2 Statutory, Risk and Legal Implications**

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

### **4.3 Equality and Diversity Implications**

There are no significant implications for this priority.

### **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 affected by the TRO. The proposal was available to view in the Fenland District Council offices and reception area of Shire Hall.

### **4.5 Localism and Local Member Involvement**

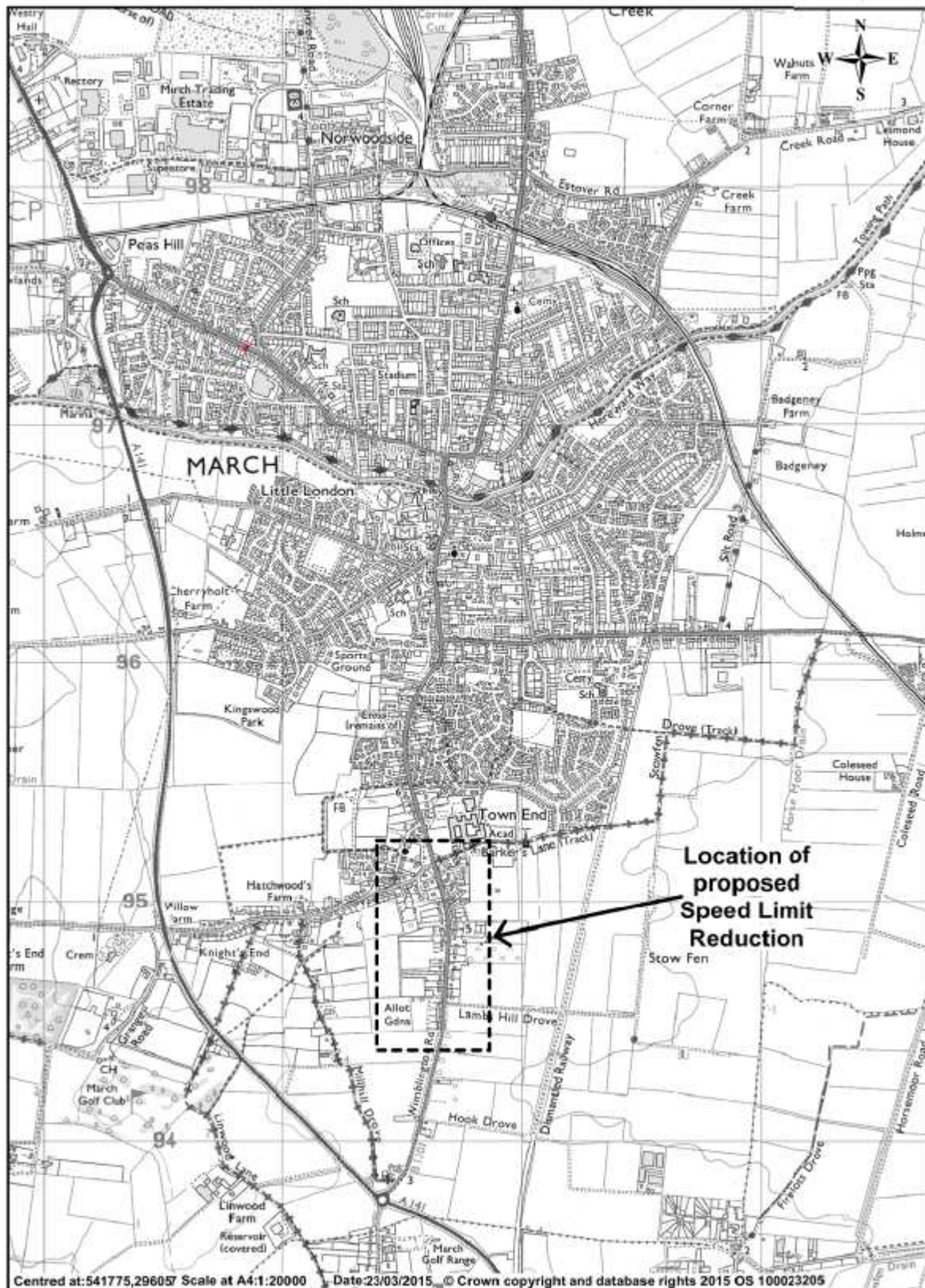
County Councillor John Clark supports the proposal. Fenland District Councillor and Town Mayor Kit Owen responded positively to the proposal.

### **4.6 Public Health Implications**

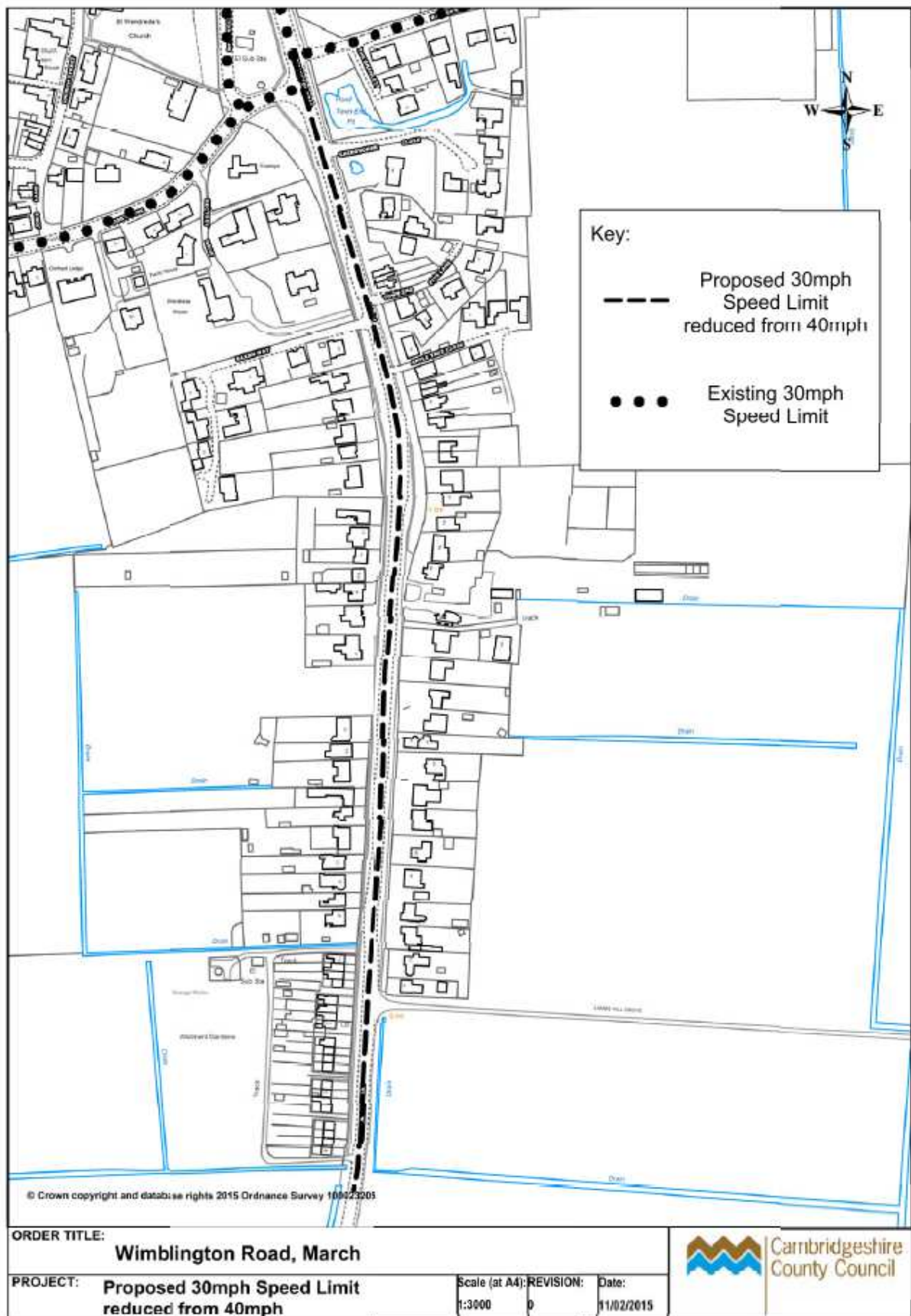
There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

## APPENDIX 1 - MARCH OVERVIEW



## APPENDIX 2 – WIMBLINGTON ROAD, MARCH





**APPENDIX3****Objections****Officer Response**

<b>1.</b>	<p>The road in question is essentially straight, expansive in width, with off street parking for residents, excellent visibility splays, footways, verges and off road cycle facilities. The environment in general is not one in the eye of the motorist that has the appearance of being within a heavily populated, built up area.</p> <p>The police have been provided with no evidence as to current mean and 85th%ile speeds, and research shows that there is no collision history present that is related to instances of excess speed on the section of road in question.</p> <p>Moreover, research indicates the collision history that is evident relates to that section which falls outside of this proposal further to the south, between the current 40mph signs and the Mill Hill roundabout. There is no personal injury collision history within the boundaries marked by this proposal that is speed related.</p> <p>To initiate a lower speed restriction purely on the grounds (it would appear) for environmental reasons will not as a standalone ensure conformity by the general motorist if the road and highway environment is not conducive. If the current proposal were to be progressed further, unacceptable levels of requests for enforcement action on the part of officers is likely to arise. Current resourcing and ongoing operational commitments may not allow for specific, routine or targeted enforcement action to be undertaken.</p> <p>Enforcement is not and cannot be a suitable or permanent measure to</p>	<p>The section of road is residential with the Neale Wade Academy to the Northern end. It would therefore be beneficial if the speed of vehicles was reduced to contribute to road safety. Officers would expect some reduction in 85%ile speed even if this isn't a full 10mph.</p> <p>To our knowledge there is a large amount of community support for the scheme. It has featured in the local press recently and officers have been aware of this request for a number of years.</p> <p>One of the key factors in a speed limit change is the community acceptance. There are no traffic calming measures with this scheme, therefore the average speed will only reduce if motorists accept the reasons behind it.</p> <p>It is officer's recommendation to proceed with this TRO.</p>
-----------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>ensure or encourage compliance. To achieve that aim there needs to be associated engineering measures and other than the narrowing/gated feature at the commencement of the current 40mph restriction, there is none, nor does any appear to be proposed.</p> <p>A further point in relation to road safety is that to decrease the speed restriction as proposed in isolation may have the effect of increasing the potential for collisions; whereas pedestrians crossing or vehicles emerging are more likely to misjudge the speed of vehicles (wrongly assuming a vehicle to be travelling at 30) by those motorists failing to obey the restriction due to the perception of the environment within which it lies. Furthermore, the errant motorist may be encouraged to initiate ill-judged overtaking manoeuvres for the same reasons.</p> <p>What is proposed is onerous, over restrictive and not in keeping with the current highway environment. Furthermore, it is considered that the current 40mph restriction is suitable and befitting this road and the proposal to reduce the speed restriction is unnecessary</p>	
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--