

***Agenda Item No:***

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH  
PADGETTS ROAD, CHRISTCHURCH**

**To:** Head of Local Infrastructure & Street Management  
and the Local Member representing electoral division  
below.

**Meeting Date:** 12<sup>th</sup> February 2016

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

**Electoral  
division(s):** March East

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

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

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

<b><i>Officer contact:</i></b>	
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## **1. BACKGROUND**

- 1.1** Christchurch is a rural village in the Fenland district of Cambridgeshire. Upwell Road & Padgetts Road are 'B' classification roads that meet the Sixteen Foot Bank (B1098). The Sixteen Foot Bank runs alongside the Sixteen Foot Drain, in a north easterly direction, through the parishes of Christchurch, Wimblington and Chatteris, and is approximately 9.5 miles in length (Appendix 1).
- 1.2** Christchurch Parish Council was successful in securing funding from the 2015/16 Local Highway Improvement (LHI) budget to address concerns with regard to vehicular safety when using the Upwell Road & Padgetts Road junctions.
- 1.3** The proposals for the scheme are to improve signage at the junctions and increase the approach length of the 50mph speed limit. By doing this motorists will be able to concentrate on the junction and any associated potential hazards thereby making the area safer. Appendix 2 shows the extent of the proposed speed limit change on Padgetts Road.

## **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 4<sup>th</sup> of November 2015. The statutory consultation period ran from the 4<sup>th</sup> of November until the 27<sup>th</sup> November.

The statutory consultation resulted in one objection, this is detailed in Appendix 3. The Police have offered no objection whilst no comments were received from the other emergency services consulted.

- 2.3** On the basis of this analysis it is recommended that this Order is made for the reasons:
- To improve safety for all road users in an area that features significant hazards.

## **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 resources to progress this project have been secured through the Transport Delivery Plan.

**4.2 Statutory, Risk and Legal Implications**

The statutory process for this TRO has been followed.

**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 – (County Councillor, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view at the Fenland District Council Office, County Road, March.

**4.5 Localism and Local Member Involvement**

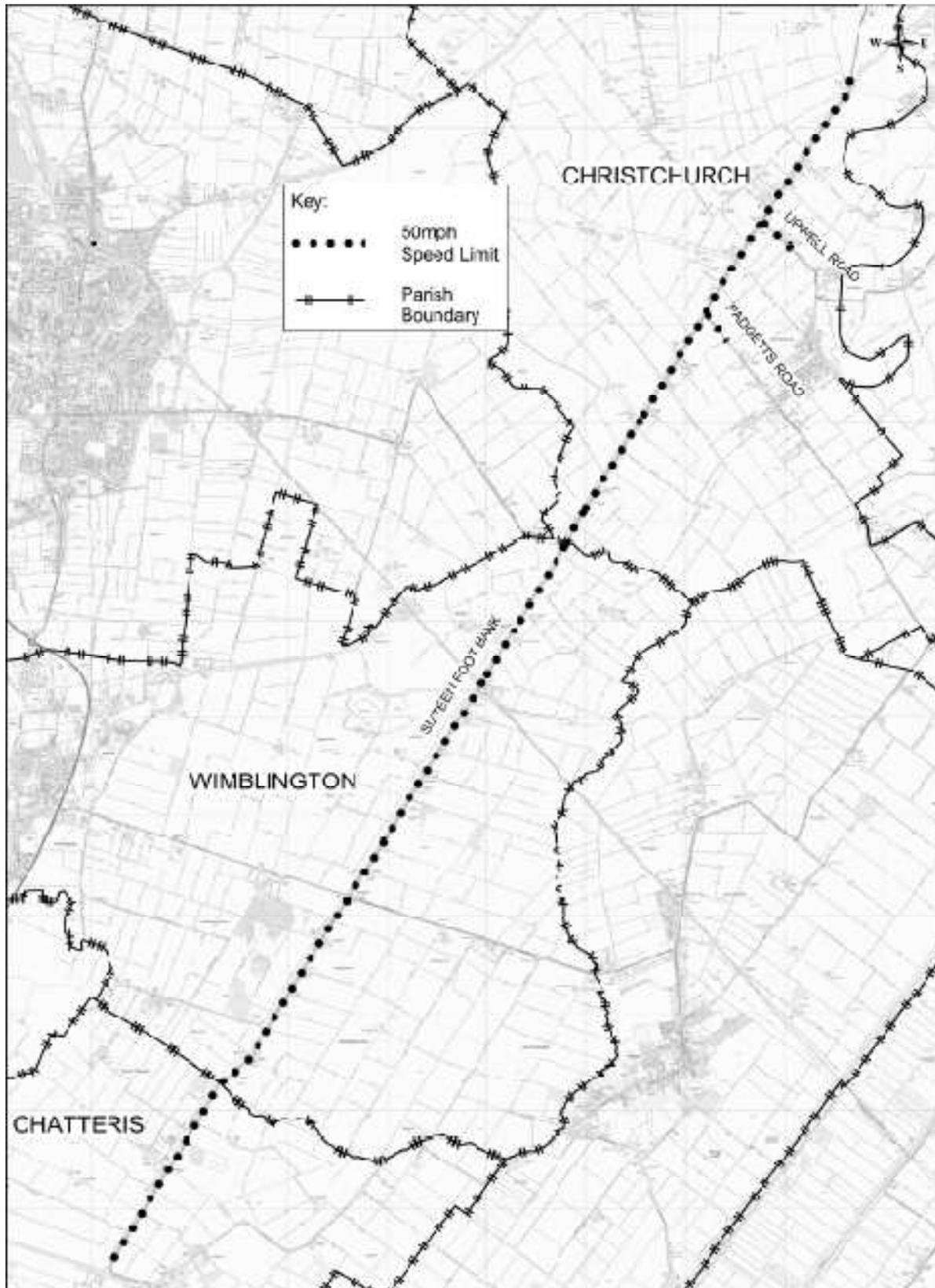
The Local Member Cllr Yeulet has been consulted and supports the proposal.

**4.6 Public Health Implications**

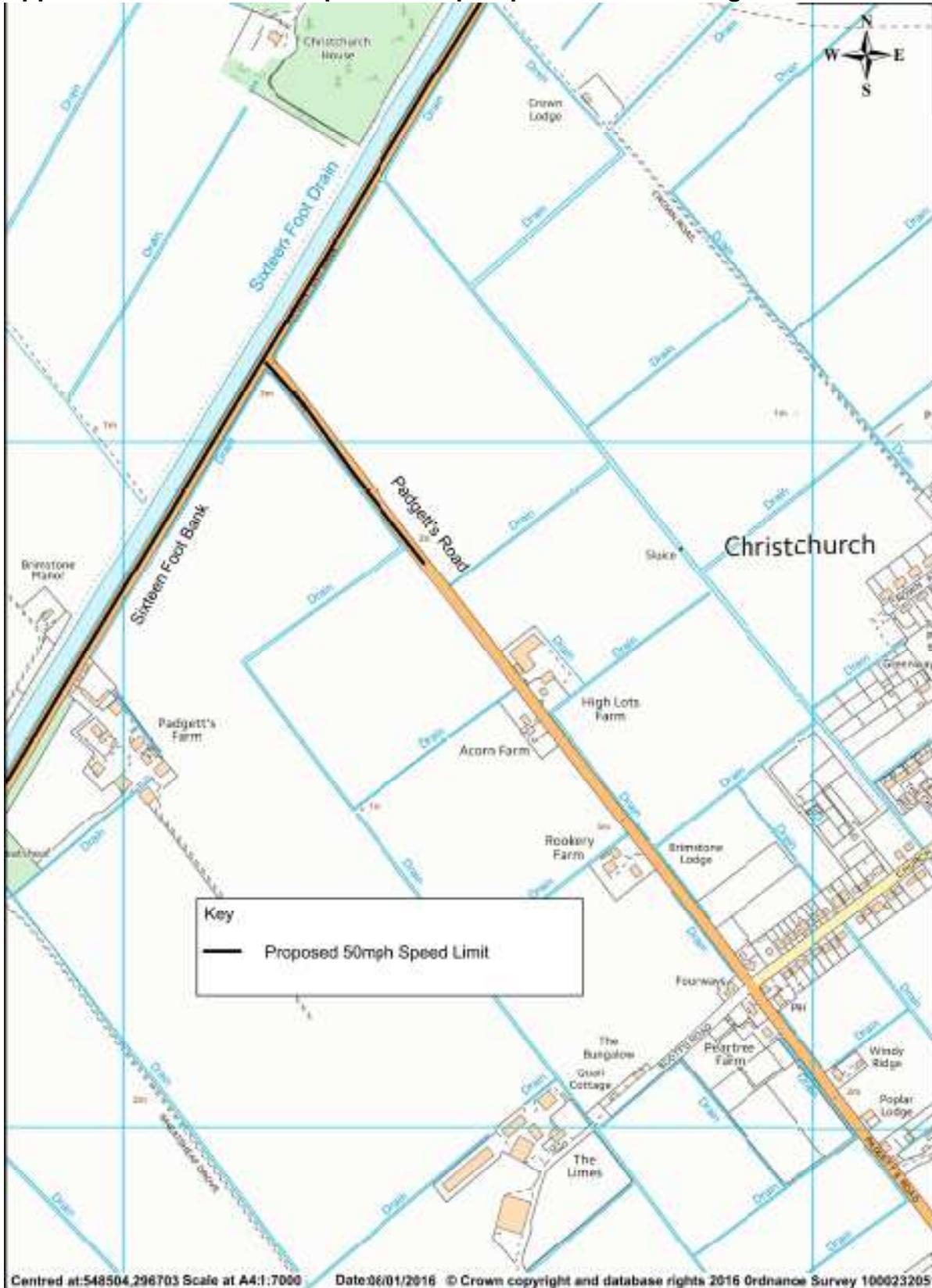
There are no significant implications within this category.

<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 - OVERVIEW



## Appendix 2 – Extent of Proposed 50mph Speed Limit on Padgett's Road



<b>APPENDIX 3</b>	
<b>Objections/Comments</b>	<b>Officer Response</b>
<p>1. We are in support of a 50 mile per hour speed restriction on Padgett's but object to its proposed position as in fact this may make our entrance slightly more dangerous with motorists going through a braking manoeuvre at the point of our entrance. Having had many near misses including one accident between staff / visitors and those travelling too fast down Padgett's road anything we can do to make this extended section of the road safer must be in the best interest of everyone.</p> <p>We note that the proposed 50 mile per hour restriction has been extended on Upwell Road encompassing houses and agricultural businesses there and ask the same be applied to Padgetts Road too.</p> <p>In previous correspondence you state that the distances on Padgetts Road are similar to that of Upwell Road, this is not the case as you have extended the distance of this limit by 38m to clearly encompass the dwellings down this road. If 367 metres is the ideal distance why are both roads not given the same distance.</p> <p>Like we have already said over the years we have had 1 accident and several near misses - we have an opportunity to achieve pro-active road safety now rather than costly reactive after there has been a serious accident.</p>	<p>The extension to the 50mph limit is designed to reduce the approach speeds towards the Sixteen Foot Bank. The proposed increase in length has been determined based on the nature of the approach roads, the need to ensure drivers have clear visibility to the speed limit signs and the core aim of the LHI application of addressing safety concerns at the junctions.</p> <p>It is important that motorists 'buy into' the signed limit and it is felt that if the limit is extended further along Padgetts Road the rural open fields may compromise this 'buy in'. Having a non-compliant speed limit in itself can lead to more hazards, such as frustration and inappropriate overtaking.</p>