

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
WEST END, BRAMPTON**

To: Highways and Community Infrastructure Committee

Meeting Date: 18th November 2014

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* Brampton and Kimbolton

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

Purpose: To determine objections received to the Traffic
Regulation Orders (TRO) associated with West End,
Brampton

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

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

- 1.1** Brampton is located just off junction 22 of the A14 (**Appendix 1**).
- 1.2** The proposal is for a 20mph Speed Limit to be implemented, covering the whole of West End and the Elizabethan Way Cul-de-sac (**Appendix 2**). The Project is being carried out under the County Council's Local Highways Improvements (LHI) initiative.
- 1.3** The proposal has been made on grounds of general road safety. This scheme would increase safety for pedestrians, especially school children, and cyclists due to:
- The West End only has one footway, running along the south side of the road, and the road itself is often full of parked cars;
 - There are many children attending Brampton Primary School who reside in the cul-de-sacs off West End who use the footway regularly;
 - There is potential for conflict between motorists and cyclists as the carriageway is not wide enough in places to accommodate both. This is further exacerbated by the potential hazard presented by parked vehicles situated on the road;
 - In addition, due to the road's lack of width, cars often park partly on the footway thus forcing some pedestrians into the carriageway in order to pass.

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 Huntingdon News and Crier on the 30th of July 2014. The statutory consultation period ran from 30th July – 22nd August 2014. The statutory consultation resulted in two objections; these are detailed in **Appendix 3**. There were no comments from any of the emergency services.
- 2.3** On the basis of this analysis it is recommended that this Order is made to:
- Reduce danger to road users and seek to improve road safety within the village.

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

Supports vulnerable pedestrians and cyclists using the road.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project have been secured through the LHI initiative.

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 within this category.

4.4 Engagement and Consultation Implications

The proposal originated from the Parish Council and 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 Huntingdonshire District Council Office and the Castle Court County Council Office.

4.5 Localism and Local Member Involvement

The LHI initiative empowers communities to take forward highway improvements through contributing to the cost of locally important highway improvements.

The Local Member, Councillor Peter Downes has been actively involved throughout the process and supports the proposal.

4.6 Public Health Implications

There are no significant implications within this category.

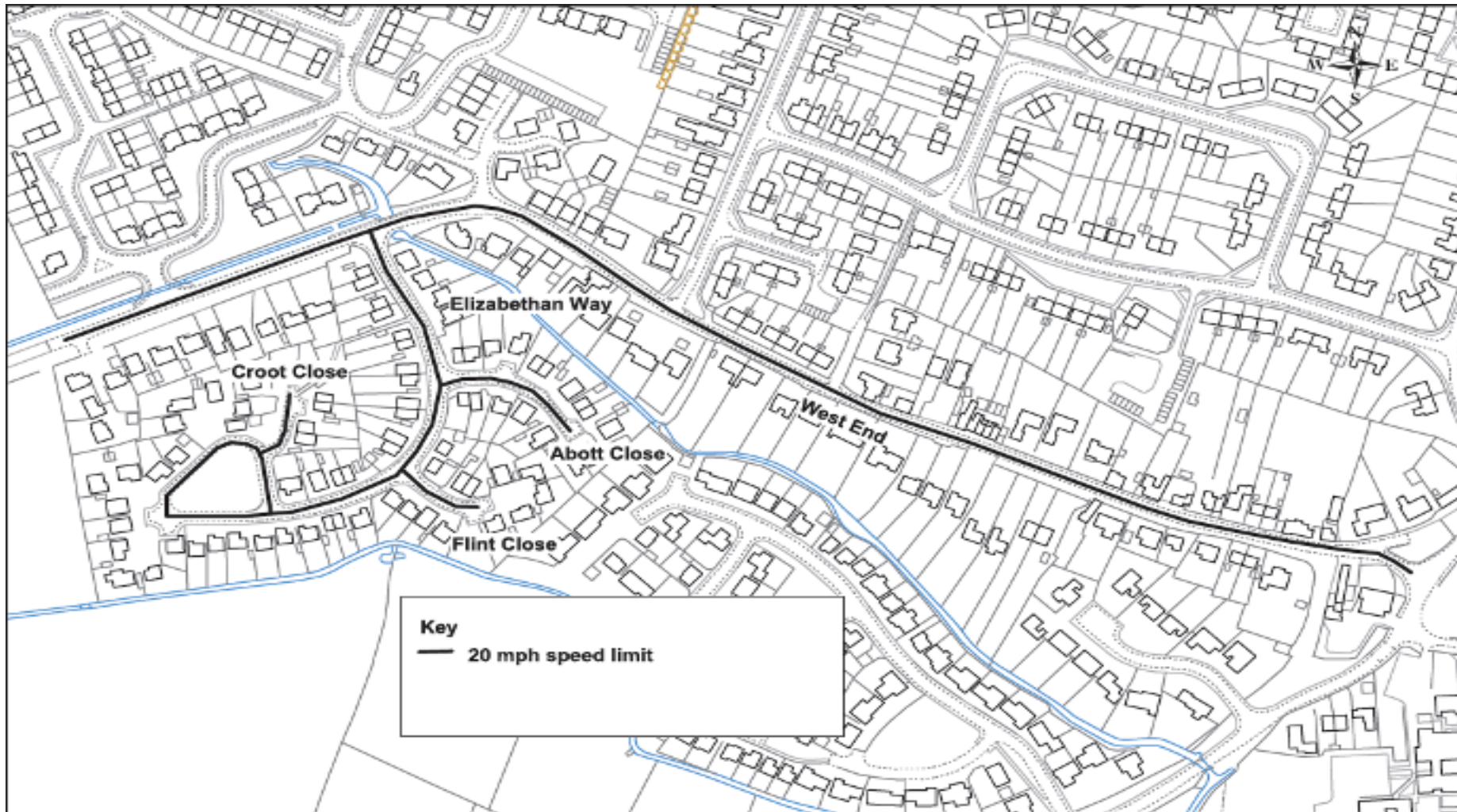
Source Documents	Location
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

APPENDIX 1 – BRAMPTON OVERVIEW



Scale (at A3): 1:13000 Centred at: 520945,271322 Date: 13/09/2016 By: fw411 © Crown copyright and database rights 2014 Ordnance Survey 100023205

APPENDIX 2 – WEST END, BRAMPTON 20 MPH SPEED LIMIT



APPENDIX 3

Objections/Comments		Officer Response
1.	<p>You don't state how much this scheme will cost. Some people don't observe a 30mph speed limit; they will not adhere to a 20mph speed limit.</p> <p>There have been no police speed traps in the last ten years that I have lived here.</p> <p>How many signs will be put up?</p>	<p>The scheme has been allocated £3,000 of which the Parish Council will contribute 10% of the cost. As with any speed limit, this would be the maximum permissible by law, with any contravention of such being the responsibility of the Police to enforce.</p> <p>Enforcement is a Police matter, with it being down to them to determine where their resources are allocated. The Parish has the opportunity to take part in the Constabulary's Speed Watch scheme which could encourage better compliance with the speed limit. This would be used in conjunction with Police enforcement techniques.</p> <p>There will be at least four pairs of terminal signs that will be installed. Sign clutter will be kept to a minimum as 20mph repeaters will be positioned on existing street lighting columns, where possible.</p>
2.	<p>There is no issue of excessive speed on West End; this may be in part due to the high number of cars parked on the road acting as de facto speed limiting hazards.</p> <p>How many concerns have been raised regarding speeding issues on West End?</p> <p>Please state the number of</p>	<p>Noted.</p> <p>The Parish Council's LHI application includes a desire to reduce vehicle speeds to increase safety for pedestrians and cyclists in the area. There are no records of individuals' letters of concern over this issue.</p> <p>The Council does not hold this data as it is not the enforcement body.</p>

<p>successful prosecutions for exceeding the current speed limit.</p> <p>Please state the number of accidents caused in the last 18 months where the singular cause was that of traffic travelling between 20-30mph.</p> <p>Please state the number of injuries to people, graded by severity, caused by traffic travelling between 20-30mph.</p> <p>How much will the scheme cost?</p> <p>What costs have been consumed already in getting to this point of the development?</p> <p>What will be installed to bring the 20mph zone into being?</p> <p>Who and how will the speed limit be enforcement? How much will this cost?</p> <p>Please give assurances that further speed governing street furniture will not be installed.</p>	<p>There are no recorded incidents resulting in injury where speed has been considered a contributory factor. The Council does not hold records of incidents that result in damage to property only.</p> <p>See above response.</p> <p>The scheme has been allocated £3,000 of which the Parish Council will contribute 10% of the cost. As with any speed limit, this would be the maximum permissible by law, with any contravention of such being the responsibility of the Police to enforce.</p> <p>One press notice at a cost of £97.04. Council Officers' time is not chargeable.</p> <p>Once an order is in force, terminal and repeater signs will be installed in accordance with legislative requirements.</p> <p>The Police will be responsible for enforcement and they will determine how this is carried out. As such, it is not possible to provide a cost estimate.</p> <p>At this point there are no further traffic calming measures planned for West End. Any such measures would be subject to a full, separate, consultation process.</p>
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