

OBJECTIONS ASSOCIATED WITH TRAFFIC CALMING ON WESTON COLVILLE ROAD, BRINKLEY

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

Meeting Date: 24th May 2018

From: Executive Director: Place & Economy

Electoral division(s): Local Members representing Bottisham

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

Purpose: To determine the objections to the proposed traffic calming associated with Weston Colville Road, Brinkley.

Recommendation: a) Implement the traffic calming measures as advertised
b) Notify the objector accordingly

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

- 1.1 Brinkley is a small village located approximately 11 miles east of Cambridge City and approximately 6 miles south of Newmarket (Appendix 1). Weston Colville Road (B1052) runs through the Western end of the village in a general north-south direction (Appendix 2).
- 1.2 Brinkley Parish Council has been successful in obtaining funding through the Local Highways Improvements (LHI) initiative to implement traffic calming measures in the village to ensure greater motorist compliance with the existing 30mph speed limit in operation through the village.
- 1.3 The proposal is for two pairs of speed cushions to be installed on Weston Colville Road as per Appendix 3. The speed cushions will be of a standard construction, measuring 1900mm wide with a height of 75mm.

2. MAIN ISSUES

- 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 Newmarket Journal on the 22nd March 2018. The statutory consultation period ran from the 22nd March until the 12th April 2018.
- 2.3 The statutory consultation resulted in one objection which has been summarised in the table in Appendix 4. The officer response to the objection is also given in the table.

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 Local Highways Improvement initiative.
- 4.2 **Statutory, Legal and Risk 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 Communications Implications

The statutory consultees have been engaged including 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 and were displayed on the road affected by the proposed speed cushions. The proposal was available to view in Vantage House, at the reception of Shire Hall and online at <http://bit.ly/cambridgeshiretro>

4.5 Localism and Local Member Involvement

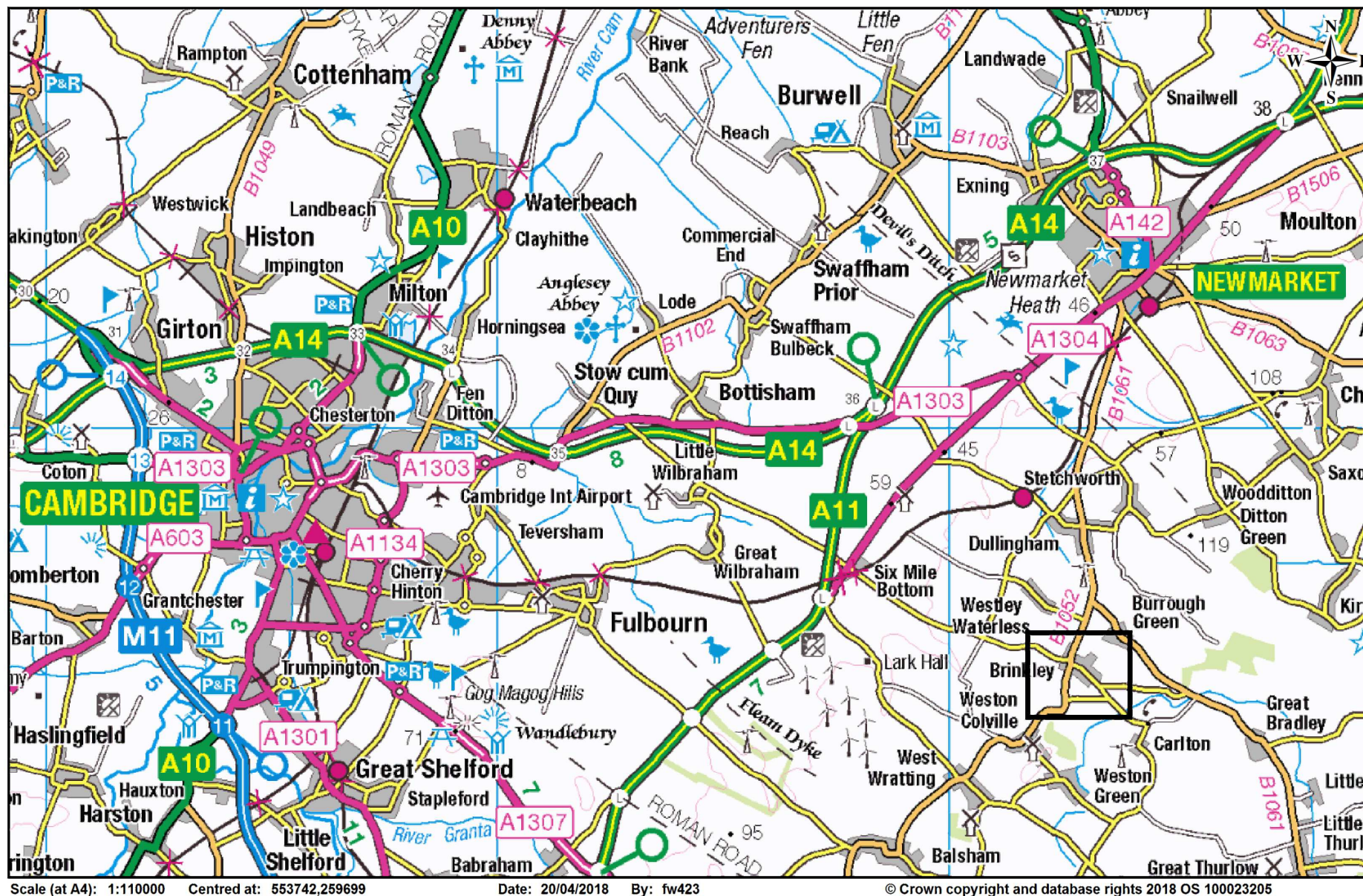
The County Councillor, Cllr. Shuter and the District Councillors, Cllr. Chaplin and Cllr. Sharp were consulted. Cllr Shuter responded with no objection.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letter of Objection	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

Appendix 1: Location of Brinkley relative to Cambridge & Newmarket



Appendix 2: Location of Weston Colville Road (B1052)



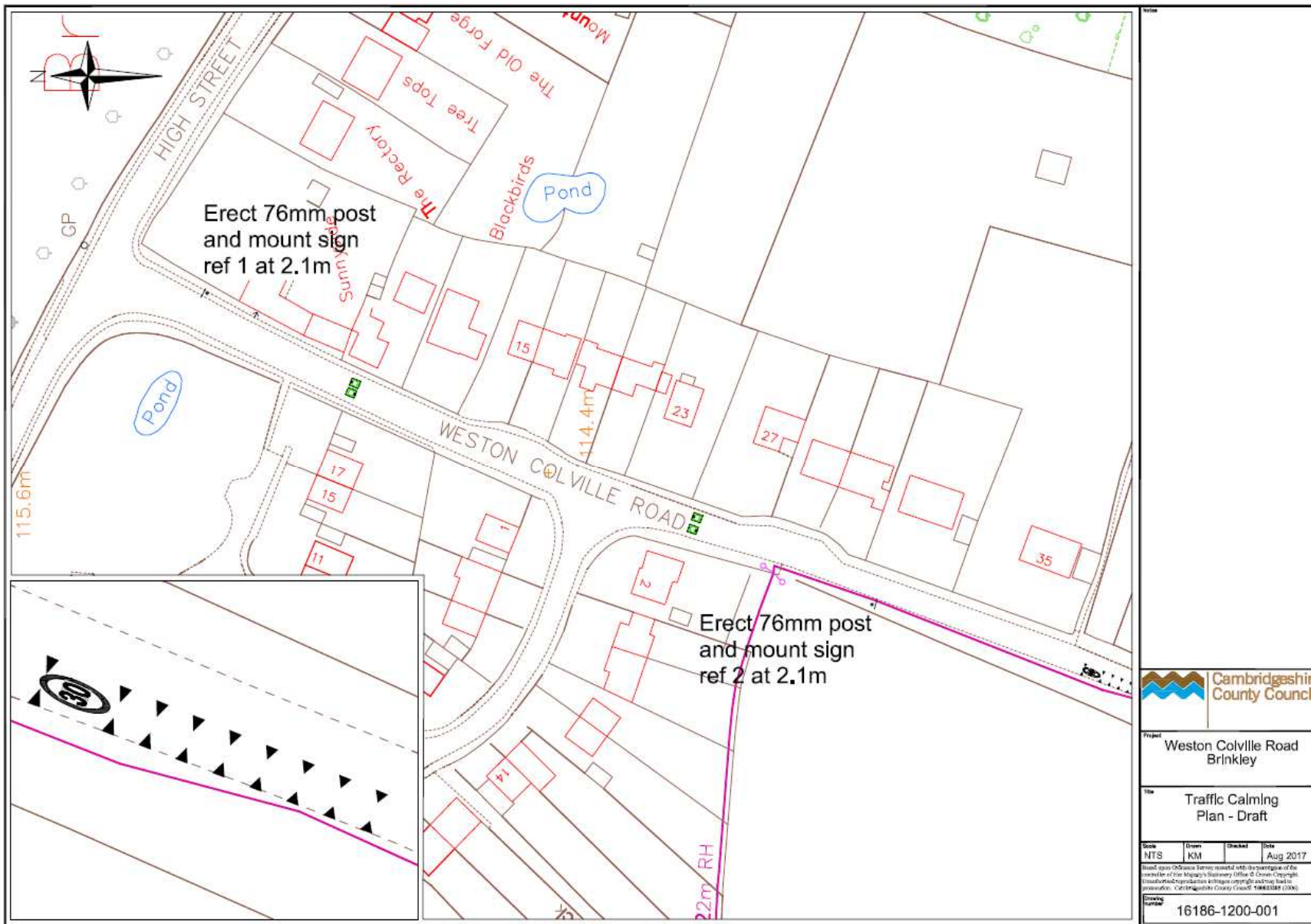
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Date: 20/04/2018 By: fw423

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Appendix 3: Proposed Location of Speed Cushions



Appendix 4

No	Consultation Responses	Officer's Comments
1	<p>We feel there is an issue with speeding but we are totally against speed bumps as we have already made our feelings known to the Parish Council. We would have preferred the arrangement that is in place at Dullingham and Burrough Green* as we feel we shall suffer an increase in noise and pollution from vehicles slowing down and speeding up especially as the bumps are right outside our property. We know the Parish council is very pro these speed bumps but as a resident of Weston Colville Road we are strongly against the proposal.</p> <p>We have found that wider tracked vehicles such as farm vehicle, panel vans, and horse boxes tend not to be effected by the bumps, as a resident with a smaller car we would have to negotiate these bumps every-time we go in and out and it will be a great inconvenience.</p> <p>We feel that Brinkley will be renamed the 'village of the humps', with the 3 in the High Street already also 2 more proposed and the proposed 2 here in Weston Colville Road which we strongly object to.</p> <p>*40mph buffer zones on the approaches to the 30mph speed limit.</p>	<p>Traffic speeds on Weston Colville Road in the village are quite high, well in excess of the 30mph speed limit. It is unlikely a buffer zone would achieve anything significant in this scenario hence the proposal of physical traffic calming measures.</p> <p>The fact that wider tracked vehicles are not affected as much is by design to aid emergency vehicles and to reduce noise and vibration.</p> <p>Speed cushions have been used extensively in Brinkley as they have proven effective in reducing average traffic speeds in the area.</p>