

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED  
WITH CAMBRIDGE ROAD AND HINTON WAY, GREAT SHELFORD**

*To:* **Highways and Community Infrastructure Committee**

*Meeting Date:* **19<sup>th</sup> August 2014**

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

*Electoral  
division(s):* **Sawston**

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

*Purpose:* **To determine objections received to the Traffic  
Regulation Order (TRO) associated with Cambridge  
Road and Hinton Way, Great Shelford**

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

<b><i>Officer contact:</i></b>	
Name:	Richard Lumley
Post:	Traffic Manager
Email:	<a href="mailto:richard.lumley@cambridgeshire.gov.uk">richard.lumley@cambridgeshire.gov.uk</a>
Tel:	01223 703839

## 1. BACKGROUND

- 1.1 Great Shelford is located directly south of the City of Cambridge. It is bisected by Cambridge Road (A1301) which runs through the Parish, from the City, in a south easterly direction. Hinton Way (C Class road) joins Cambridge Road in the centre of the village and heads north westerly joining the village to Babraham Road (A1307) (**Appendix 1**).
- 1.2 The project seeks to reduce the current speed limits on Cambridge Road (**Appendix 2**) and Hinton Way (**Appendix 3**) from 40mph to 30mph. This project is being carried out under the County Council's Third Party Funding Initiative, with Great Shelford Parish Council funding the work.
- 1.3 Great Shelford Parish Council's reasons for implementing the speed limits are:-

On Cambridge Road:-

- There is no physical separation between narrow cycle lanes and motorised road users travelling in excess of 40mph.
- Bus stops on both sides of the road means local residents (including children and the elderly) frequently need to cross a road that has traffic moving at 40mph, without the safety of a recognised pedestrian crossing.

On Hinton Way:-

- The road is not very wide, has narrow pavements and lacks cycle lanes.
- There are numerous driveways with only a very narrow footpath where the driveway meets the highway; visibility is made even more difficult by high hedges and bushes.

On both roads:-

- Volume of traffic is expected to increase substantially as a result of Addenbrooke's relief road and the Trumpington Southern Fringe Developments (est. 12,000 movements per day).
- Current speed of traffic.
- Density of housing.
- The layout of both Cambridge Road and Hinton Way results in restricted visibility, which on Hinton Way, is further reduced due to a hill.
- Both roads have numerous side roads whose entrances have poor visibility.

## **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 Cambridge Evening News on the 5<sup>th</sup> May 2014. The statutory consultation period ran from 5<sup>th</sup> May – 27<sup>th</sup> May 2014.
- 2.3** The statutory consultation resulted in 1 objection and 21 letters of support. The responses received and Officer comments are detailed in **Appendix 4**. In addition 2 petitions, with 59 and 51 signatories supporting the proposals have been received.
- 2.4** The single objection received was from the Police however, there were no comments received from the other emergency services.
- 2.5** The local County Councillors for the area, Councillor Gail Kenney and Councillor Tony Orgee, have both expressed their support for the proposals.
- 2.6** On the basis of this analysis, it is recommended that this Order is made to:
- Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

## **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 3<sup>rd</sup> 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 within this category.

#### **4.4 Engagement and Consultation Implications**

The proposal originated from Great Shelford Parish Council and the statutory consultees have been engaged – County Councillors, 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 Castle Court County Council Office.

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

The Local Members have been involved throughout the development of this project and support the proposal.

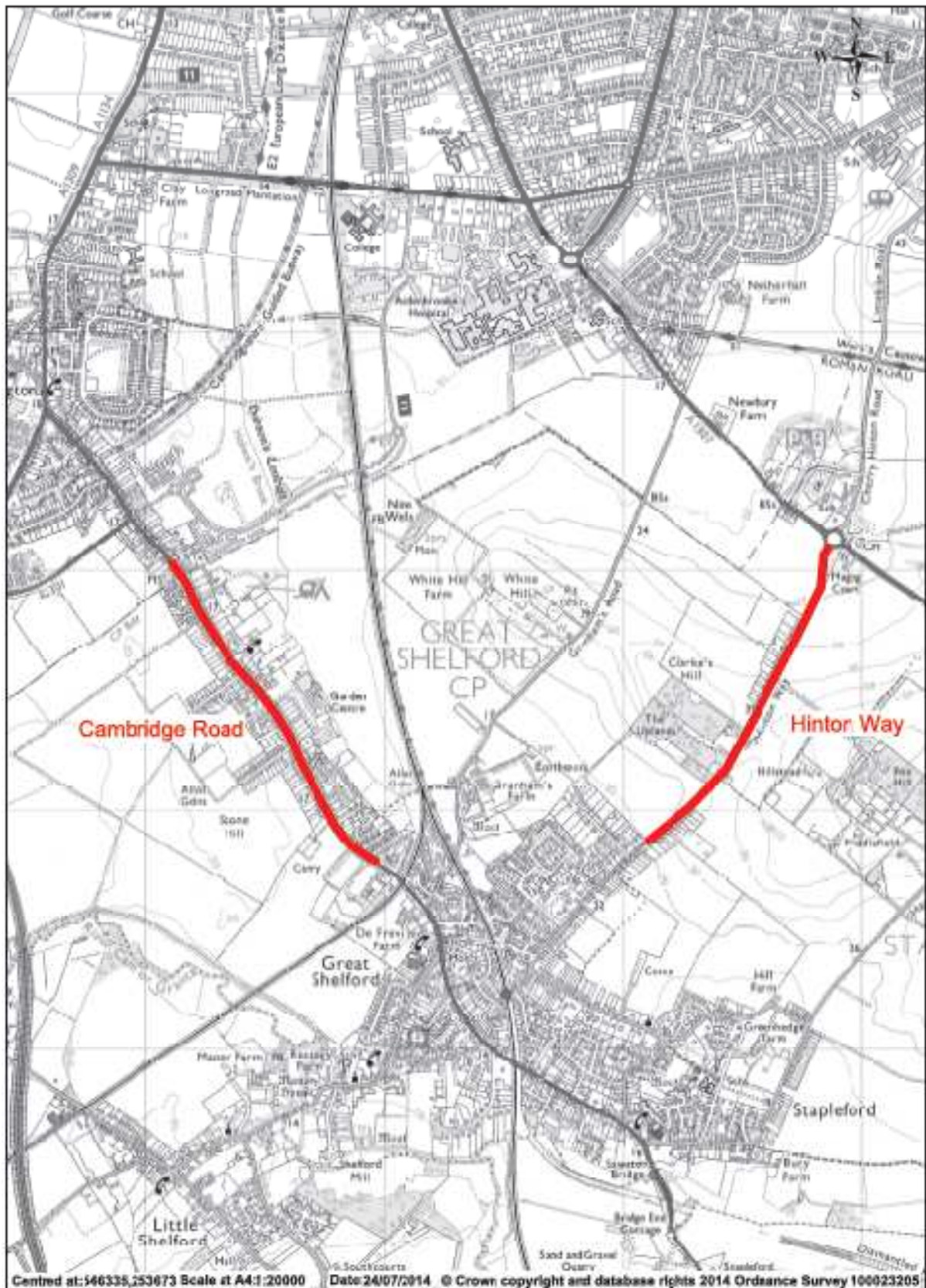
The County Council also received a letter of support for the proposal from Andrew Lansley MP on the 18<sup>th</sup> of July; this was received outside of the statutory consultation period and therefore does not feature in Appendix 4.

#### **4.6 Public Health Implications**

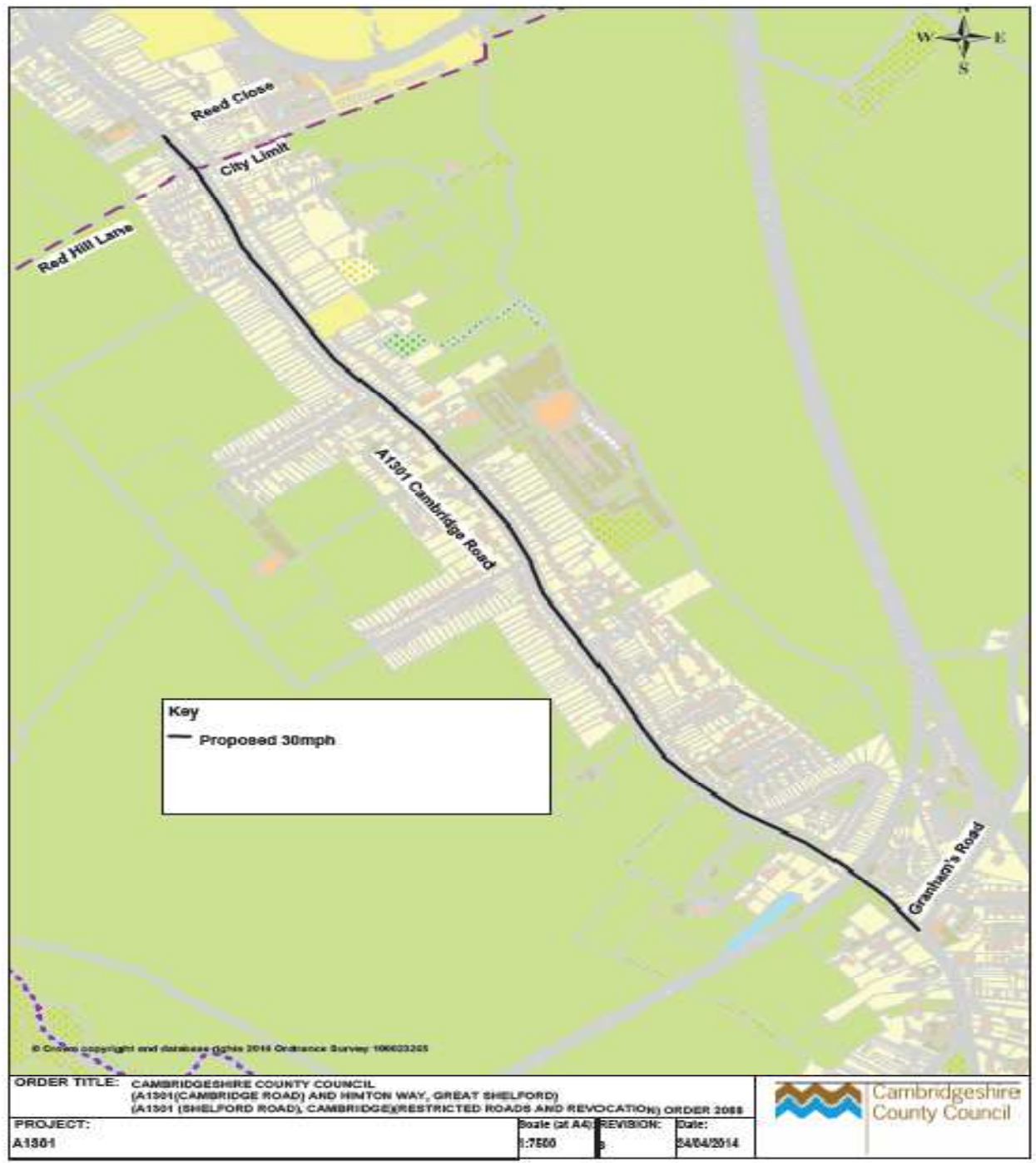
There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
Consultation Responses Draft Traffic Regulation Order Letter of Objection From Police Letters of Support Great Shelford Petitions Great Shelford PC Response to Objector Letter of Support From Andrew Lansley MP	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

## Appendix 1 GREAT SHELFORD OVERVIEW

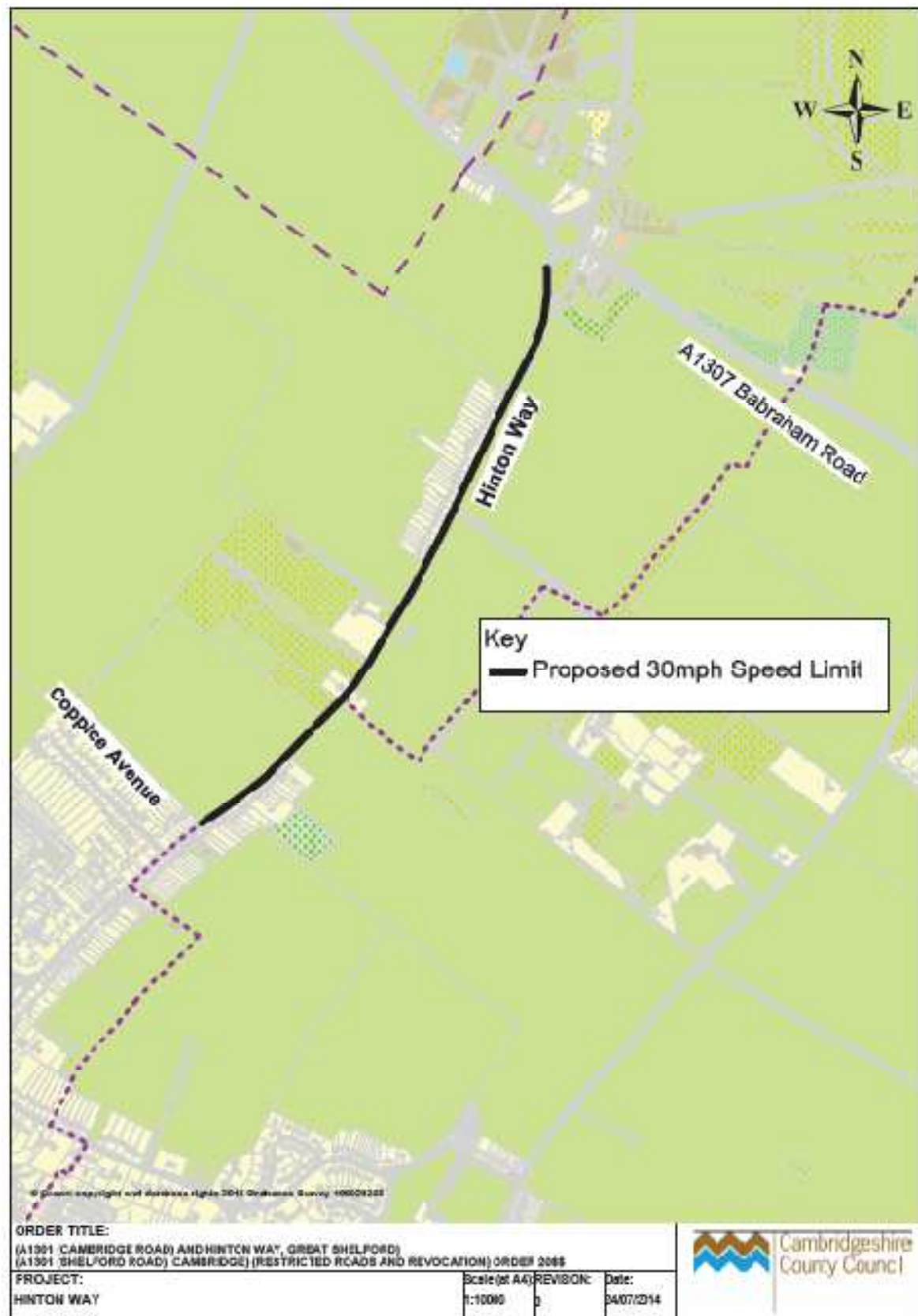


## Appendix2 CAMBRIDGE ROAD





### Appendix 3 HINTON WAY



**Appendix 4**

<b>Objection/Comments</b>		<b>Officer Response</b>	<b>Great Shelford Parish Council Response</b>
<b>1.</b>	<p><b>Objects on the grounds of:-</b></p> <p><b>a) Due Process</b> Prior to the notice of intent no previous consultation with the Chief Officer of Police has been undertaken by the initiating body, which has been confirmed by local officers.</p> <p>The police haven't had an opportunity to comment therefore due process has not been followed.</p> <p><b>b) Onerousness</b> What is proposed is onerous, over restrictive and not in keeping with the current highway environment.</p> <p>The majority of Hinton Way has open arable land to one side; the environment in general does not have the appearance of a heavily populated, built up area.</p> <p>The police have not been provided with evidence of current mean or 85th %tile speeds, and there is no collision history related to excess speed.</p>	<p>The police have been consulted at the statutory stage; this is in keeping with the legal requirements as stipulated in the Road Traffic Regulations Act 1984.</p> <p>The Council did not undertake any informal consultation as this was carried out by Great Shelford Parish Council.</p> <p>The Council believes the roads in question are of a sufficiently built up nature to warrant a reduced speed limit. The Council continues to work towards implementing 30mph speed limits in developed parts of the County, where appropriate.</p> <p>It is a misconception to indicate that the area does not appear to be heavily populated. Great Shelford is a well-known sizeable parish of around 4,000 inhabitants. It is sufficiently built up to indicate to a motorist, and with the presence of street lighting, that a 30mph limit may be in operation.</p>	<p>Extensive consultation was undertaken in 2012.</p> <p>From December 2012-February 2013 notices were placed on site.</p> <p>Parish and District Councillors Nightingale and Shelton have represented the proposal at South Cambridgeshire District Council Police Quarterly Panel/Liaison Meetings – Sgt Davidson has confirmed that she was aware of the proposals.</p> <p>The Parish conducted a meeting in April 2014 with a PCSO at which the proposal was discussed.</p> <p>Both roads have 'ribbon' housing on each side and numerous side-roads. Both roads are bus routes. Both roads curve, thus reducing visibility, and Hinton Way has a significant rise which further obscures oncoming traffic and other hazards.</p> <p>During 2012 and 2013 the Police conducted several speed checks on Hinton Way using the driveway of 263A Hinton Way to park their vehicle. Whilst there PCSOs Kendall and Wiseman and PCs Perry and Smith, advised the organiser of the Hinton Way petition how best to proceed with the campaign.</p>



	<p><b>c) Enforceability</b> To initiate lower speed restrictions purely for environmental reasons will not ensure conformity by motorists if the highway environment is not conducive.</p> <p>The current 40mph restriction is suitable and the proposal to reduce the speed restriction is unnecessary.</p> <p>Current resources may not allow for enforcement action to be undertaken.</p>	<p>Although there is no associated speed survey data; the Council does hold accident data for the two roads, with 5 personal injury accidents (2 serious and 3 slight) recorded during the 3 year period 2009-2012.</p> <p>The Council's statement of reasons for making the Order is to 'Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising'.</p>	<p>It is not for the Parish Council to judge which laws the Police choose to enforce. But the Parish Council can state categorically that the proposed reductions are not based on environmental reasons.</p>
2.	<p>Petition entitled, "We, the undersigned residents of Hinton Way, Great Shelford, strongly support the reduction of the speed limit from 40mph to 30mph outside our homes".</p> <p>(59 Signatories)</p>	Support Noted.	N/A
3.	<p>E-petition 28 March 2012- 30 June 2012 entitled, "Reduce speed limit on Cambridge Road, Great Shelford to 30mph".</p> <p>(51 Signatories)</p>	Support Noted.	N/A
4.	<p>Responses received from 18 residents, who all support the proposal and note the increase in volume of traffic on both roads.</p>	Support Noted.	N/A