

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH ELY ROAD, LITTLE DOWNHAM

To: Highways and Community Infrastructure Committee

Meeting Date: 23rd September 2014

From: Executive Director: Economy, Transport & Environment

Electoral division(s): Sutton

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

Purpose: To determine objections received to the Traffic Regulation Order (TRO) associated with Ely Road, Little Downham

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

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1. BACKGROUND

- 1.1** The parish of Little Downham is located in East Cambridgeshire, approximately 2 miles north of the City of Ely. Ely Road (B1411) links the two settlements and also provides access to the A10, Ely bypass (**Appendix 1**).
- 1.2** This project seeks to reduce the current speed limit on Ely Road from 40mph to 30mph (**Appendix 2**) along a length of 865 metres. The Project is being carried out under the County Council's Local Highways Improvements (LHI) initiative.
- 1.3** Little Downham Parish Council's reasons for implementing the reduced speed limit are:-
- The 30 mph speed limit on Ely Road will have benefits in terms of overall road safety for over 200 residents living in 56 dwellings on Ely Road; as well as residents living in 14 dwellings on Little Street, Marshalls Lane and Leaford Drive.
 - The slower traffic speeds will allow for pedestrians to cross the streets more safely and access the nearby amenities located in the centre of the village.
 - Within the lengths of the proposed speed limit reduction there have been 3 accidents on record. Two serious accidents were recorded in 2010 and 2011 with one slight accident recorded in 2013.
 - However, further to the south of the village towards Ely, there have been at least 13 recorded accidents during the latest five year period (2009-2013), 2 of which resulted in a fatality.
- 1.4** The County Council's Road Safety Team met with the Parish Council in 2013 in order to discuss the safety issue. The Parish Council and members of the public, who were present, subsequently requested that the speed limit be reduced to 30mph and a successful LHI bid was made to the County 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 Ely Weekly News on the 19th of July 2014. The statutory consultation period ran from 19th June – 10th July.

The statutory consultation resulted in 3 objections, which are detailed in appendix 3. There were no comments from any of the emergency services.

The local District Councillor for the area, Anna Bailey, has expressed her support for the proposal.

2.3 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

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. 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 has 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 East Cambridgeshire District Council Office and the Castle Court County Council Office.

4.5 Localism and Local Member Involvement

The Local Highway Improvement Initiative empowers communities to take forward highway improvements through contributing to the cost of locally important highway improvements.

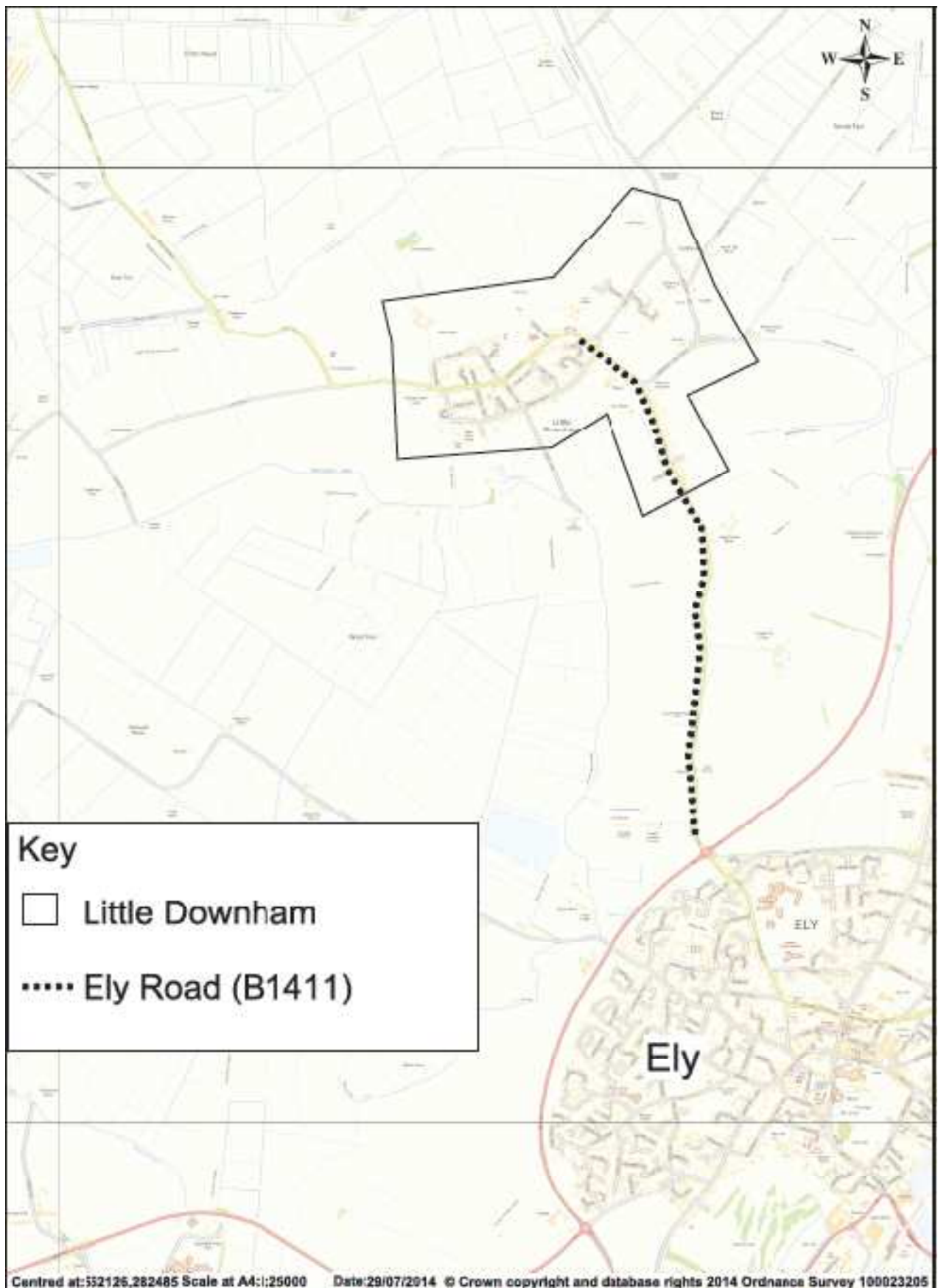
East Cambridgeshire District Councillor Anna Bailey has expressed her support for the proposal.

4.6 Public Health Implications

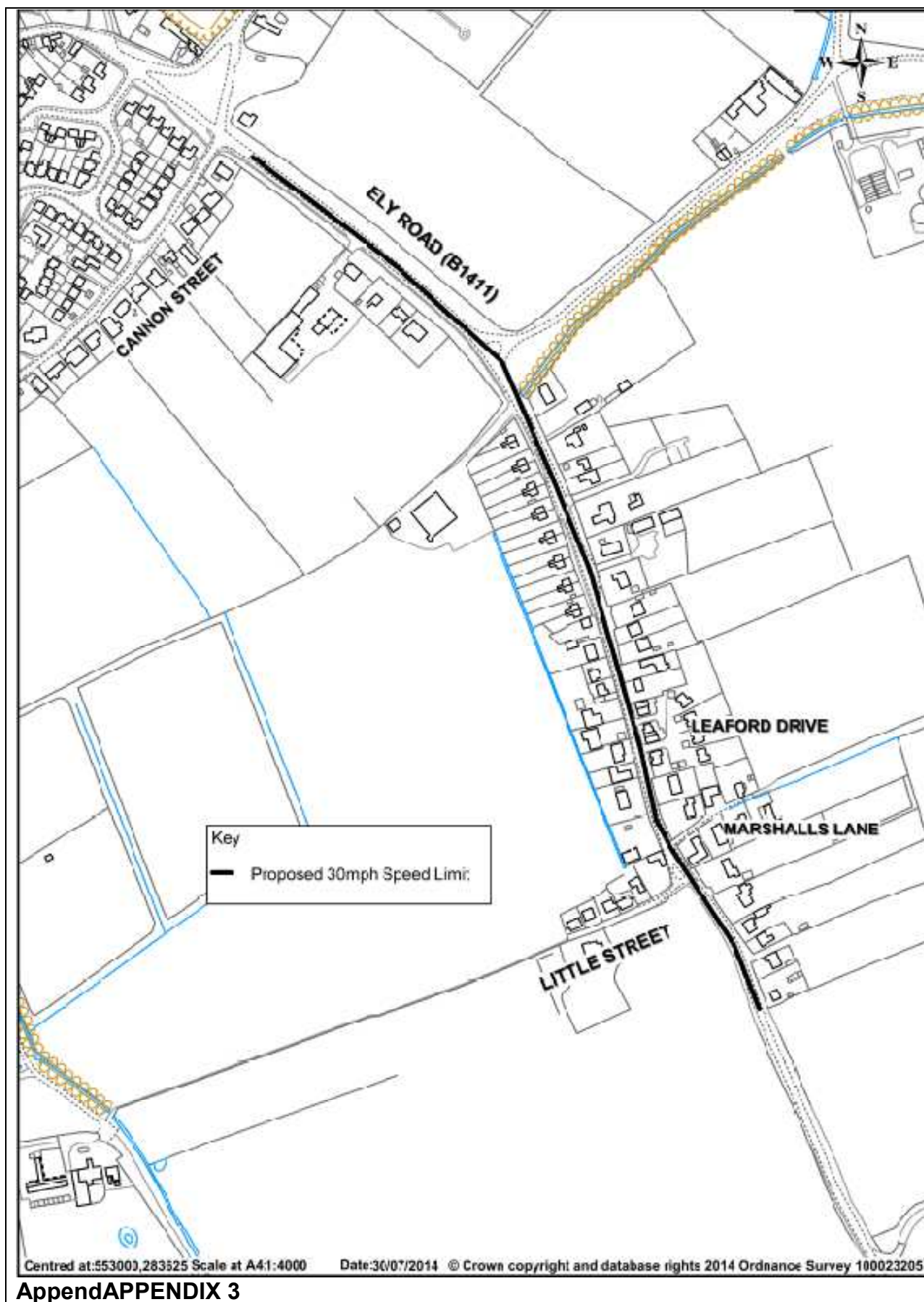
There are no significant implications within this category.

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

APPENDIX 1 – LITTLE DOWNHAM OVERVIEW



APPENDIX 2 – ELY ROAD, LITTLE DOWNHAM



AppendAPPENDIX 3

Objections/Comments	Officer Response
<p>1. Vehicles could be parked on both sides of the street making it difficult for large vehicles to pass through as this is a farming community.</p> <p>Why is this change being proposed on Ely road where there have been very few accidents in the last few years?</p> <p>If this speed limit is changed it will be a retrograde step costing a lot of money and achieving very little.</p>	<p>This is no change to the present parking situation; as in any street, if vehicles are causing an obstruction an offence is being committed, for which the Police can prosecute.</p> <p>The proposal has been made following a successful Local Highways Improvement (LHI) bid submitted by Little Downham Parish Council.</p> <p>Encouraging vehicles to travel at a lower speed in any built up area has potential future benefits for road safety. Funding has been allocated through the LHI process and a contribution is to be made by the Parish Council.</p>
<p>2. A 30mph speed limit will not be self-enforcing on the length of road proposed.</p> <p>Coming from Ely there is a large field on the left hand side of this road, this will not encourage drivers to slow to 30mph.</p> <p>Large vehicles use this road constantly as it is a farming community.</p> <p>A 30mph speed limit will encourage on-street parking causing issues for passing vehicles as they already do in Main Street.</p>	<p>Enforcement remains the responsibility of the Police, who have not objected to the proposed order.</p> <p>Ely Road is largely developed on both sides and has a full system of street lighting, thereby meeting Department for Transport (DfT) guidance for imposition of 30mph speed limits.</p> <p>Any speed limit change will not affect this.</p> <p>On street parking can serve to reduce vehicle speeds. Vehicles can park on street at present; however, as the majority of properties here have access to off-street parking it is unlikely that this will become an issue.</p>
<p>3. The road is located in an area with open spaces and fields and will be very hard to police.</p> <p>The 30mph limit will encourage inconsiderate on-street parking which will affect traffic flows and slow down the emergency services.</p>	<p>Ely Road is largely developed on both sides, has a full system of street lighting and therefore meets DfT guidance for imposition of a 30mph speed limit. Enforcement remains the responsibility of the Police, who have not objected to the proposed order.</p> <p>On-street parking is already occurring; vehicles situated here could serve to further reduce vehicle speeds on the road. However, as the majority of properties have access to off street parking; this is unlikely to become an issue. Emergency services have been consulted and have not objected to the proposals.</p>