

**NOTICE OF INTENTION OBJECTIONS ASSOCIATED WITH THE  
PROPOSED INSTALATION OF SPEED HUMPS AND SPEED CUSHIONS  
ON VARIOUS STREETS IN FOWLMERE**

*To:* Traffic Manager and the Local Member representing electoral division below.

*Meeting Date:* 24<sup>th</sup> April 2020

*From:* Executive Director: Place & Economy

*Electoral division(s):* Duxford

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

*Purpose:* To determine objections to the proposed installation of speed humps and speed cushions on various streets in Fowlmere.

*Recommendation:* a) Implement the traffic calming measures as amended.  
b) Inform the objectors accordingly

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## **1. BACKGROUND**

- 1.1** Fowlmere is located approximately 8 miles (13 kilometres) south west of Cambridge City. A location plan can be found at Appendix 1.
- 1.2** This Local Highways Improvement Initiative (LHI) funded scheme proposes to implement a 20mph zone in the village of Fowlmere, a number of traffic calming measures are proposed to help reinforce the proposed speed limit and are detailed below, a 40mph buffer is proposed on London Road from a point 55 metres south west of its junction with Chrishall Road in a south westerly direction for a distance of 300 metres. The LHI application has been submitted by Fowlmere Parish Council.

The proposed traffic calming measures are as follow:

To Install Speed Humps (All to be 3.7m long, full carriageway width and 75mm high) in the following locations:-

- Long Lane from a point 6m north of its junction of Willowside.
- Long Lane from a point 71m northwest of its junction with Rayners Close.
- Long Lane from a point 12m northwest of its junction with Rectory Lane.

To Install speed Cushions (All to be 1.65m wide, 2m long and 75mm high) in the following locations:-

- High Street from a point 21m south west of its junction with Thriplow Road
- High Street from a point 11m south west of its junction with Rectory Lane
- High Street from a point 36m north of its junction with Ryecroft Lane
- London Road from a point 32m south east of its junction with Chapel Lane
- London Road from a point 115m south east of its junction with Chapel Lane

A plan of the proposed speed limit and traffic calming measures are shown on a plan at appendix 2. Detailed plans showing the proposed locations of the traffic calming measures can be found at appendix 3.

- 1.3** Following the consultation period for the proposed speed limits and Notice of Intention (NOI) to install speed humps and cushions in various locations in Fowlmere the proposal to install speed humps in Long Lane from a point 12m northwest of its junction with Rectory Lane have been amended, the proposed speed hump in this location will be replaced with carriageway speed limit roundels and carriageway edge line markings

- 1.4** The above proposals have been proposed to address concerns regarding speeding and dangerous driving within the village of Fowlmere. Lengths of the existing 30mph speed limits on Cambridge Road, Chrishall Road, London Road, Long Lane and Thriplow Road located on the edges of the village will be retained. The 40mph speed limit on London Road is intended to encourage drivers to reduce speed when entering/leaving the village.
- 1.5** A Traffic Regulation Order (TRO) (or in this case a Speed Limit Order or SLO) is required to implement the proposed speed limit changes and make them legally enforceable. Cambridgeshire County Council as the local Highway Authority is required to advertise Notice of its Intention (NOI) to install traffic calming measures such as speed cushions and speed humps in the local press, post notices on site and consult our statutory consultees.
- 1.5** The proposed SLO will consolidate and revoke existing speed limit Orders for Fowlmere.

## **2. TRAFFIC REGULATION ORDER (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** A TRO to implement the proposed speed limit changes was advertised in the Cambridge News on the 22<sup>nd</sup> January 2020. The statutory consultation period ran from the 22<sup>nd</sup> January 2020 until the 12<sup>th</sup> February 2020.
- 2.3** The statutory consultation resulted in four objections to the proposed traffic calming measures (but no objections to the proposed speed limits) which have been summarised in the table in Appendix 4. The officer responses are also given in the table. Two of the objections were later withdrawn following an amendment to the proposed traffic calming measures.
- 2.4** On the basis of this analysis, it is recommended that proposed 20mph zone and 40mph buffer and proposed traffic calming measures in Fowlmere are implemented as amended.

## **3 ALIGNMENT WITH CORPORATE PRIORITIES**

- 3.1 A good quality of life for everyone**  
There are no significant implications for this priority.
- 3.2 Thriving places for people to live**  
There are no significant implications for this priority.

**3.3 The best start for Cambridgeshire's children**  
There are no significant implications for this priority.

**3.4 Net zero carbon emissions for Cambridgeshire by 2050**  
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 Highway Improvement Initiative (LHI).

**4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**  
There are no significant implications for this priority.

**4.3 Statutory, Legal and Risk Implications**  
There are no significant implications for this priority.

**4.4 Equality and Diversity Implications**  
There are no significant implications for this priority.

**4.5 Engagement and Communications Implications**  
The statutory consultees have been engaged including the 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 also displayed on site. Letters were also sent to nearby residents that would be directly affected by the proposals. The proposals were made available for viewing in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ, at the offices of South Cambridgeshire District Council and online.

**4.6 Localism and Local Member Involvement**  
County Councillor Roger Hickford and District Councillor Deborah Roberts offered no comments.

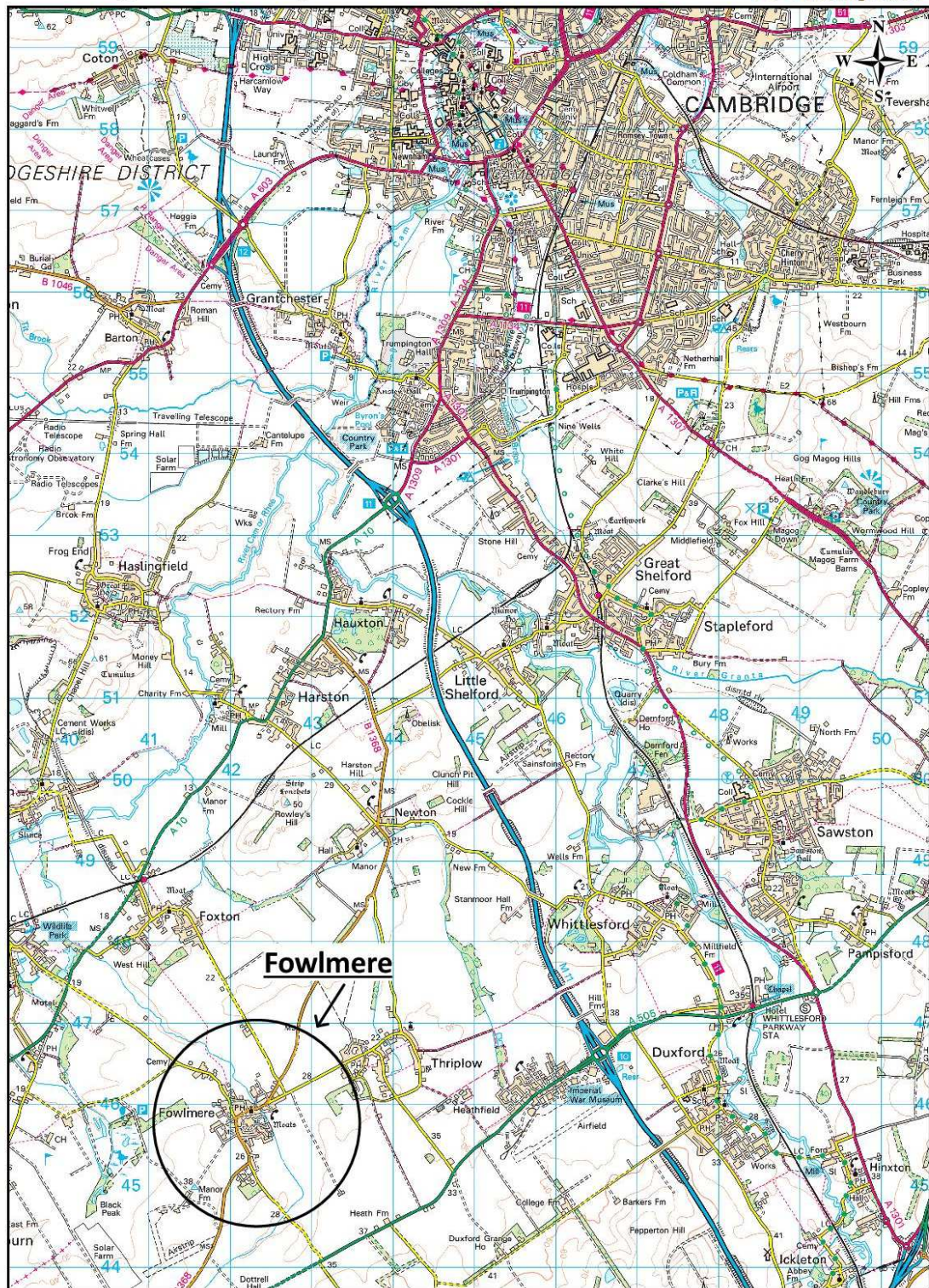
**4.7 Public Health Implications**  
There are no significant implications for this priority.

<b>Source Documents</b>	<b>Location</b>
Consultation responses Draft Traffic Regulation Order & Notice of Intent Letters/emails of objection	Policy and Regulation Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR



## Appendix 1 – Location Overview

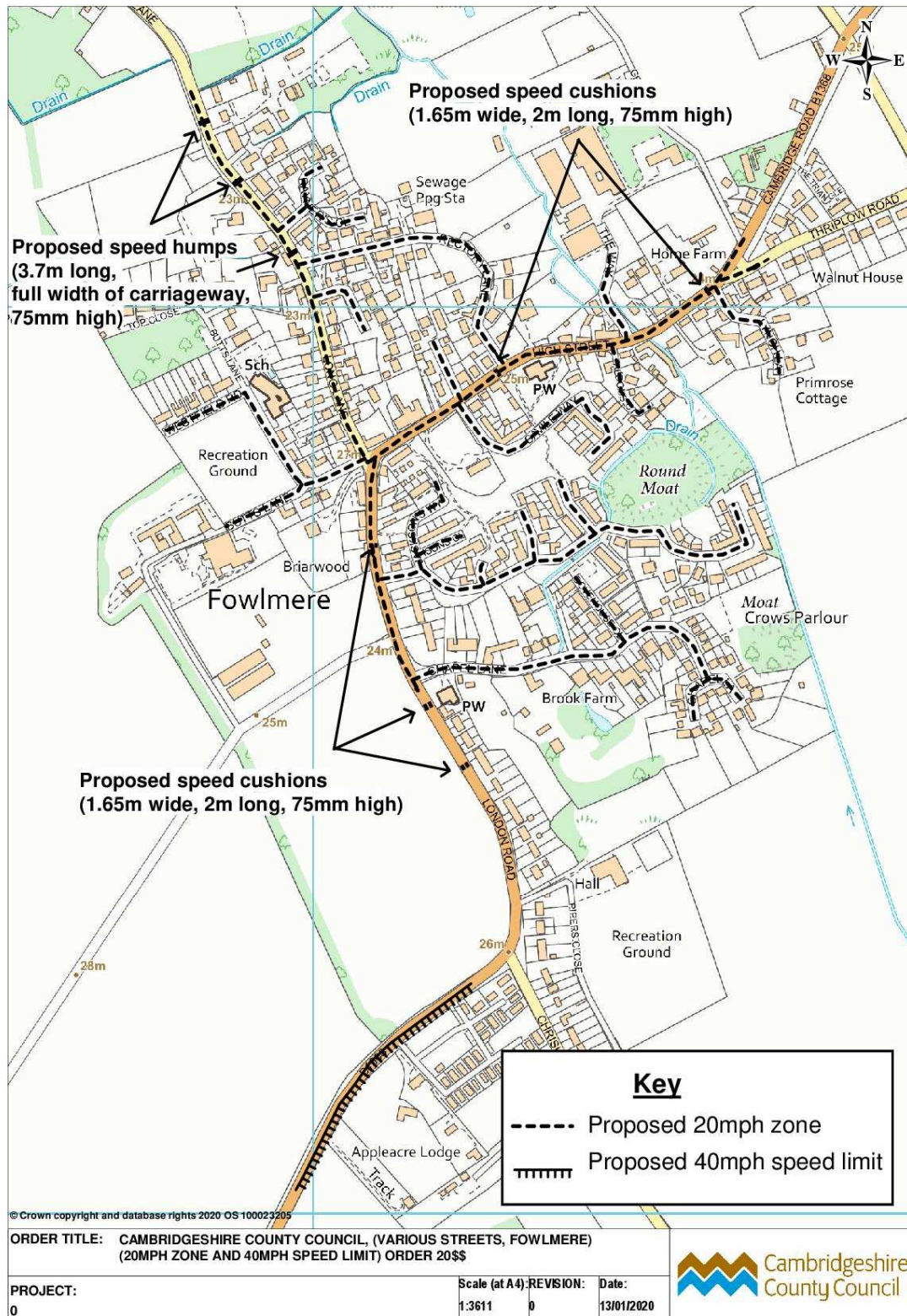
### Cambridgeshire County Council



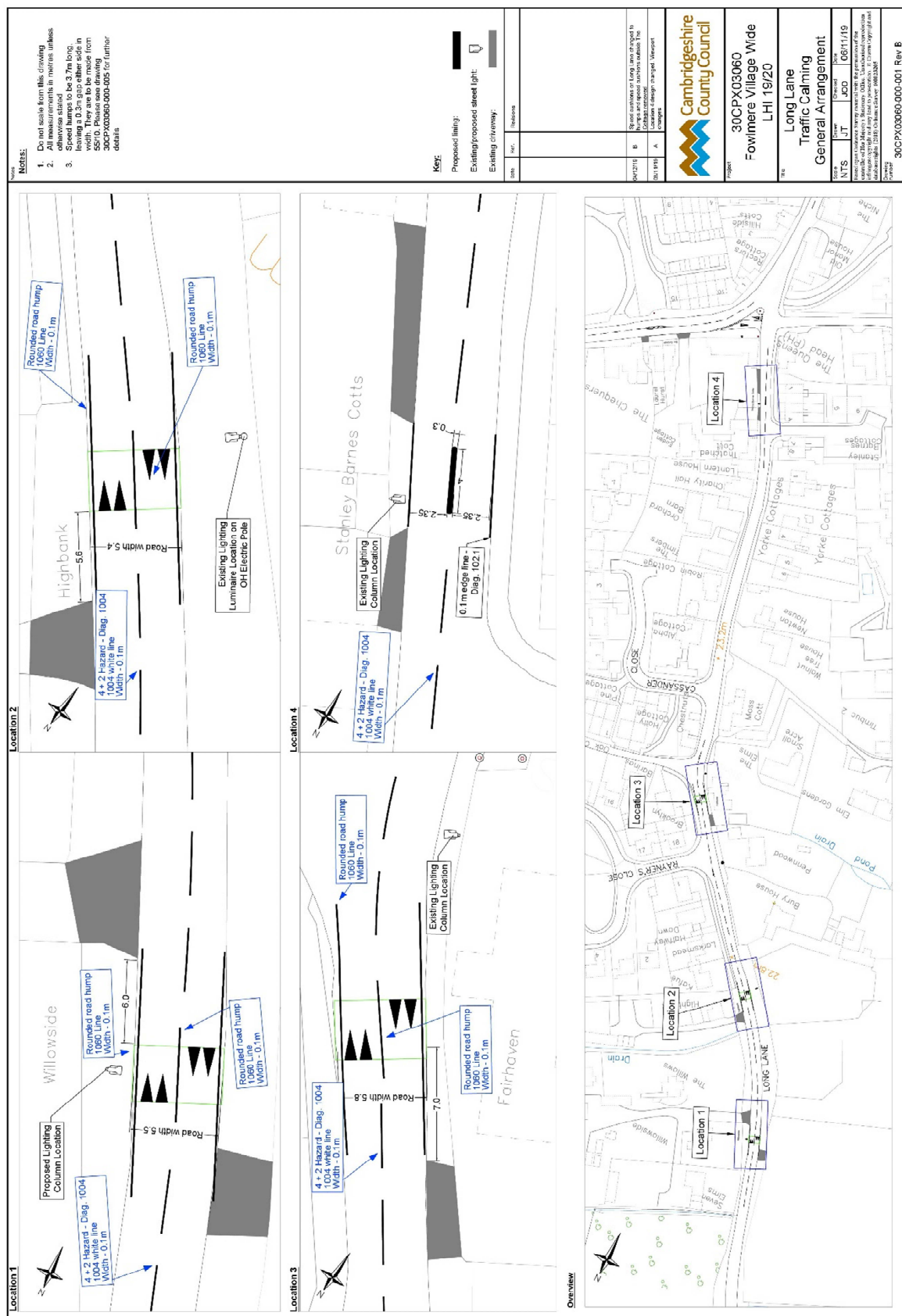
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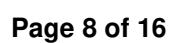


**Appendix 2 – Plan showing proposed 20mph speed limit zone, 40mph buffer and proposed locations of traffic calming measures.**

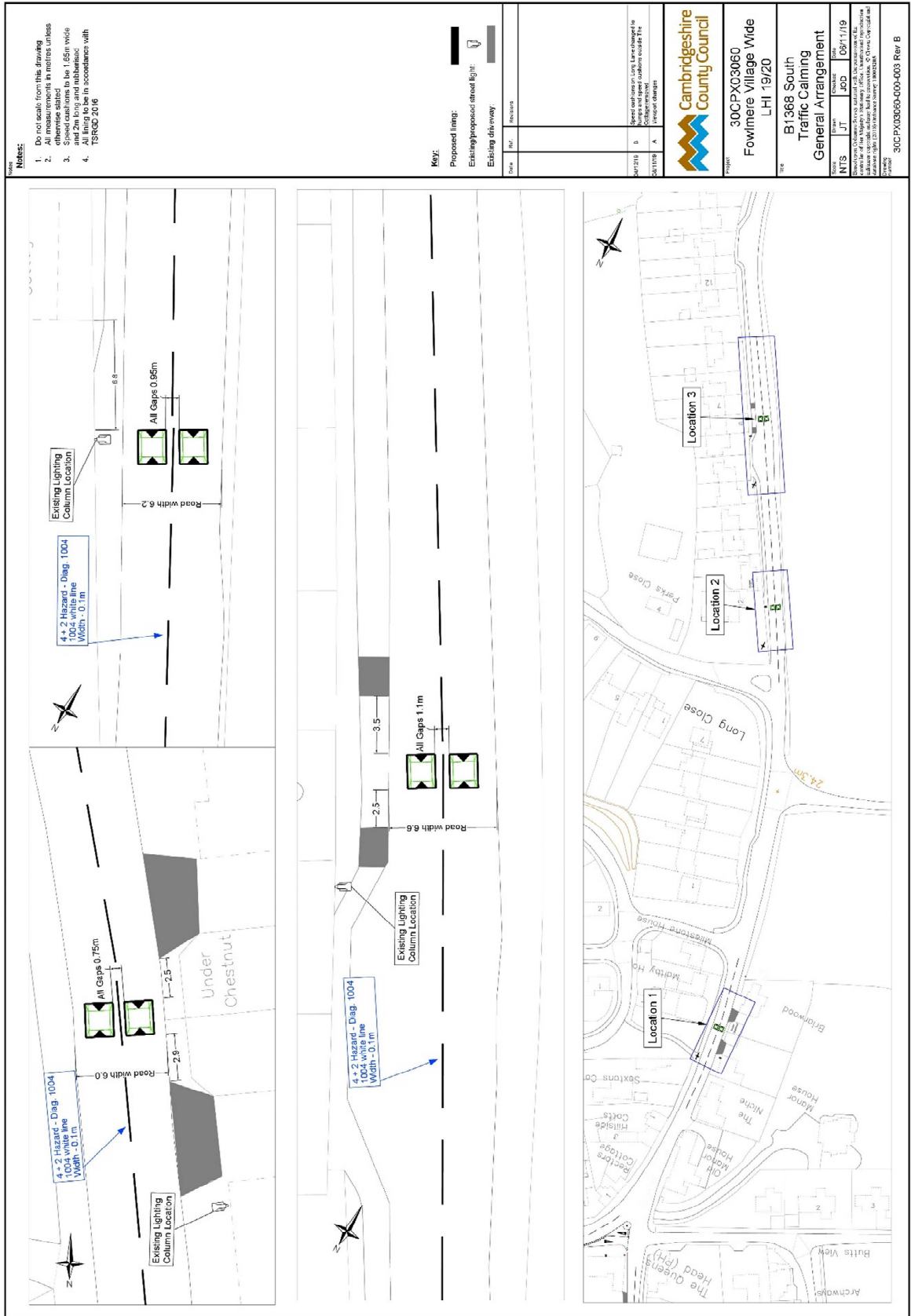


### **Appendix 3: Detailed location plans of traffic calming measures**









Appendix 4		
	Objection	Officer responses
1	<p>I am writing regarding the proposed traffic calming measures in Fowlmere. Whilst I am completely in favour of the principle of these I have some reservations. I would like to express my objection to the speed cushions and would support as an alternative the full width speed humps which are proposed at one end of the village.</p> <p>In my experience the cushions do nothing to deter larger vehicles as they are able to straddle them, while smaller cars need to slow dramatically to avoid damage to the car. Where these cushions are currently in use I have frequently been overtaken by impatient drivers, of which many ignore the 20mph limit.</p> <p>I look forward to hearing from you with your thoughts on this.</p>	<p>Whilst reviewing options for traffic calming within Fowlmere village we looked at the merit of each individual physical feature and eventually decided upon speed cushions.</p> <p>The main reason for deciding to install speed cushions rather than speed humps was due to the noise and vibrations that these features can cause. As you have stated in your email HGVs can straddle the speed cushions, whereas they cannot with speed humps. As such, speed humps generate more vibrations &amp; noise than speed cushions, which is more greatly felt by properties that are situated within a few metres of the carriageway (which there are a few within the areas where the cushions are proposed).</p> <p>The other reason for installing speed cushions is the cost. For this scheme to have a desired affect we would need to ensure that there are enough physical features that can reduce the speeds of vehicles. Due to this we ideally would like to maximise these physical features throughout the village based upon our budget and speed cushions are cheaper to install.</p> <p>Speed cushions also allow for cyclists to safely pass them without needing to mount them.</p> <p>I note that we have proposed to install speed humps on Long Lane; however this is due to the carriageway width throughout this section. Thus to ensure that we are traffic calming the entire village we went for an alternative to speed cushions that would have a similar impact on vehicle speeds.</p>
2	We completed an earlier consultation and thought we had	

<p>made constructive suggestions for speed calming in our village, only to receive these latest plans from you that totally ignore us and present what we think are poorly conceived and unworkable.</p> <p>1. We suggested that the speed hump previously sited outside Seven Elms should be sited earlier on the straight part of road prior to the Foxton footpath. This would in effect slow the traffic before the much used footpath, thus a safer point for walkers to cross and continue their journey on pathway on the opposite side of the road. It would also mean that there would be no properties on either side to be affected by the noise of a speed hump immediately outside their bedrooms.</p> <p>We note that on the new plan this hump is now appearing immediately outside our house and we are seriously concerned about possible noise disturbance, especially at night.</p> <p>2. The hump placed outside Fairhaven will be unseen by vehicles approaching from the village until they have come round the corner. Your road diagram hardly shows a corner and I wonder if anyone has actually visited the site to know how sharp and dangerous this bend is? Also, there does not appear to be any traffic calming from the war memorial to this point, and I know from experience how vehicles speed up on this stretch!</p> <p>3. Why is it planned to make a 40mph speed limit prior to Appleacre Lodge when it is currently 30mph?</p>	<p>We unfortunately cannot situate the speed humps outside Seven Elms further forwards as we would not be able to gain the required visibility to the speed humps due to the sweeping bend. Where we have positioned the speed humps is felt to be the most practicable on this section of Long Lane. With regard to the noise and vibrations, your house is situate far enough away from the carriageway not to cause significant concern. You may experience some vibration and noise however this is highly likely to be minimal.</p> <p>Following a review of this location we have now removed the speed hump.</p> <p>The consultation plan has been drawn using OS mapping and at a scale as such to show the proposed speed limit and traffic calming measure throughout the village in its entirety and because of this some detail such as geometry of bends etc. may not be clear. I have attached a further plan which may assist in showing more detail.</p> <p>The existing 30mph speed limit on London Road terminates approximately 55 metres south west of its junction with Chrishall Road (as shown on the ground by the national speed limit terminal signs for vehicles travelling south west out of the village</p>
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	<p>and by the 30mph terminal sign and the 30 roundel marked on the carriageway for those vehicles travelling north east into the village (outside of Appleacre Park)). The proposed 40mph speed limit is to start at the existing 30mph (just after the Appleacre Lodge) and extend roughly 300m south westerly to cover the entrance to Appleacre Lodge. The proposed 40mph speed limit is intended to reduce the speed of traffic entering/leaving the village and result in a smoother transition between the national speed limit and the 30mph limit in the village.</p>
<p>4. Surely it would be more sensible to start speed restrictions prior to the Foxton / Cambridge road junction where accidents do happen and vehicles speed regularly?</p>	<p>Unfortunately, due to the nature of the approach to the crossroads we would see little to no affect should the speed limit be reduced. Also, we are unable to install speed cushions/speed humps outside of a 30mph speed limit. We looked at installing speed cushions after the crossroads heading into the village; however due to the lack of streetlights and budget restraints this was not feasible.</p>
<p>5. We are in favour of traffic calming in the village and it has always been our belief that a stronger statement should be made at the entry points on all roads into Fowlmere. Sadly the distances from the first humps and cushions to the outer points such as Piper's Close and North Farm will mean vehicles speeding along these points as soon as they clear the obstacles.</p>	<p>Due to this being an LHI (Local Highway Improvement) we are limited to a spend of £10,000 County Council contribution and then the Parish Council are required to fund anything extra. Because of this we are limited to the amount of work we can do, we have focussed upon the centre parts of the village and approaches to the centre. If this scheme is successful and the Parish would like to extend its reach then this can be looked at, at a later date.</p>
<p>6. As a final point, were less than pleased to have a street light erected outside our house without warning or knowledge of why. As it happens it is not proving to be a major problem to us but we thought common courtesy would have prevailed before installing the light. As with the light we</p>	<p>This would be an issue for Cambridgeshire County Council's Street lighting team, please contact <a href="mailto:street.lighting@cambridgeshire.gov.uk">street.lighting@cambridgeshire.gov.uk</a></p>

	<p>expect your plans are in an advanced state and our comments may not heard. Certainly if the hump is placed outside our bedroom as shown on your plan we will let you know in the strongest terms if we are unduly disturbed by it.</p>	
3	<p>My objection is specifically related to the location of the speed hump described as 'Long Lane from a point 12m north-west of its junction with Rectory Lane'. This speed hump would be immediately adjacent to our property. Due to the layout of our property, the back garden runs alongside the road, rather than being set-back behind the house. The proposed location of this speed hump would therefore disproportionately affect the noise and pollution that we would experience in our back garden.</p> <p>I am very concerned that the location of the speed hump could have an impact on my son's health, and that of the rest of our family.</p> <p>I have no objection to the principle of traffic calming measures in Fowlmere, my objection is simply to the location of this speed hump. It could be moved further south along Long Lane to where there are houses which are both set-back from the road, and which have gardens to the rear of the property away from the road.</p> <p>I would therefore ask you to consider the above as part of the finalisation of the plans</p> <p><b>Objection withdrawn 20/2/2020</b></p>	<p>We have been considering the options at this location. After various discussion we have decided to remove the speed hump at this location, and replace it with carriageway speed limit roundels and carriageway edge line markings (no physical feature will be installed here).</p>
4	<p>Thank you for your recent letter about an extension of the 20mph zone and installation of speed humps in Long Lane Fowlmere. We are a family with young</p>	<p>We have been considering the options at this location. After various discussion we have decided to remove the speed hump at this location, and replace it with carriageway speed limit</p>

<p>children and are very keen to see improvements to road safety in the village. The proposed plan shows a speed hump in Long Lane within just a few metres of our house, very close to the junction with Rectory Lane and just before a fairly sharp and narrow corner</p> <p>We do have some concerns about this position:</p> <ul style="list-style-type: none"> <li>• Pollution - We have seen much debate about an increase in vehicle emissions pollution at the site of traffic calming measures. The additional emissions caused by vehicles as they accelerate away from the speed hump is of particular concern to us given the very close proximity to our small garden where are children are often playing. Our garden directly sides on to Long Lane at the site of the proposed hump and is not buffered by our house as most with most property layouts. In addition, we are concerned that as vehicles travel over the humps, their lights will flash at the children's bedrooms windows and disturb them.</li> <li>• Noise - As this speed hump will be only about 3 metres from our house and garden, we are concerned about noise created from vehicles as they cross this hump. It is inevitable that there will be some loud noises from the suspension and tyres of vehicles as they pass and at this small distance we are worried that the children will be disturbed by this, particularly at night. From what we have seen elsewhere it is not usual for speed humps to be positioned so close to a house. We also believe that there would be further noise from vehicles</li> </ul>	<p>roundels and carriageway edge line markings (no physical feature will be installed here).</p>
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<p>braking sharply and then accelerating again.</p> <ul style="list-style-type: none"> <li>• Vibrations – I am particularly concerned that we will feel the vibrations of vehicles hitting the speed hump.</li> <li>• Sharpness of bend - We note that the bend in Long Lane at the junction with Rectory Lane is much sharper and narrower than shown on the maps. This does have a natural slowing effect on traffic by itself.</li> <li>• Proximity to bend - Positioning a speed hump just before this tricky corner (travelling south) could well make it more dangerous as vehicles will be unsettled by the bump just as they need to carefully negotiate the corner. This would be very dangerous in conditions of rain, ice and snow and could lead to vehicles leaving the road and hitting the Hope Cottage that is right on the corner and directly in front of the line of traffic. Similarly, traffic travelling out of the village towards the north west would encounter the speed hump immediately after the corner and out of sight as they enter the bend.</li> <li>• Crossing site – We know of 16 children who cross Long Lane, going to and from school, on the small section between Rayners Close and Cassander Close. It is a concern that vehicles could be distracted by negotiating the speed hump and not pay full attention to the pedestrians around them.</li> </ul> <p>I believe that the safety issues addressed in the proposal could be better solved by positioning this speed hump on a more</p>	
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	<p>straight bit of road and not so close to any houses or gardens, or reconsidering other traffic calming measures.</p> <p><b>Objection withdrawn 20/2/2020</b></p>	
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