

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
HASLINGFIELD**

To: Highways and Community Infrastructure Committee

Meeting Date: 18th November 2014

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* Gamlingay

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

Purpose: To determine objections received to the Traffic
Regulation Orders (TRO) associated with Haslingfield

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

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1. BACKGROUND

- 1.1** Haslingfield is a Parish located approximately 6 miles southwest of Cambridge. It is situated close to the M11 motorway and A10, giving it good access to Cambridge, Royston and towns further afield (**Appendix 1**).
- 1.2** Church Street and High Street, both located centrally in the Parish are the two main thoroughfares through the village. The current speed restriction in the village is 30mph (**Appendix 2**). As part of an already approved Local Highway Improvement (LHI) project, several traffic calming features are to be installed by the end of the year. These include enhanced gateway features on entry into the village and 'give way' features on Barton Road, which are designed to reinforce the speed limit.
- 1.3** The Parish Council proposes to implement two 40mph buffer zones (between the existing 60mph and 30mph speed limits) on Barton Road and Harston Road on the approaches to the village, whilst Church Street and High Street would be reduced to 20mph in the vicinity of Haslingfield Primary School. An additional 30mph speed limit would be implemented on the southern approach to the village on Chapel Hill. The Parish is funding the total cost of the implementation of these TROs.

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 News on the 20th August 2014. The statutory consultation period ran from 20th August – 10th September 2014.

The statutory consultation resulted in one objection; this is detailed in **Appendix 3**. There were no comments from any of the emergency services whilst the Police offered no objection to what is proposed. Twelve letters were received supporting the proposals, although these were received after the consultation period finished.

- 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

By slowing traffic in the village we are improving safety for pedestrians as well as other highways users especially near to the Haslingfield Primary School.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

This project is entirely 3rd 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 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 South Cambridgeshire District Council Office and the Castle Court County Council Office.

4.5 Localism and Local Member Involvement

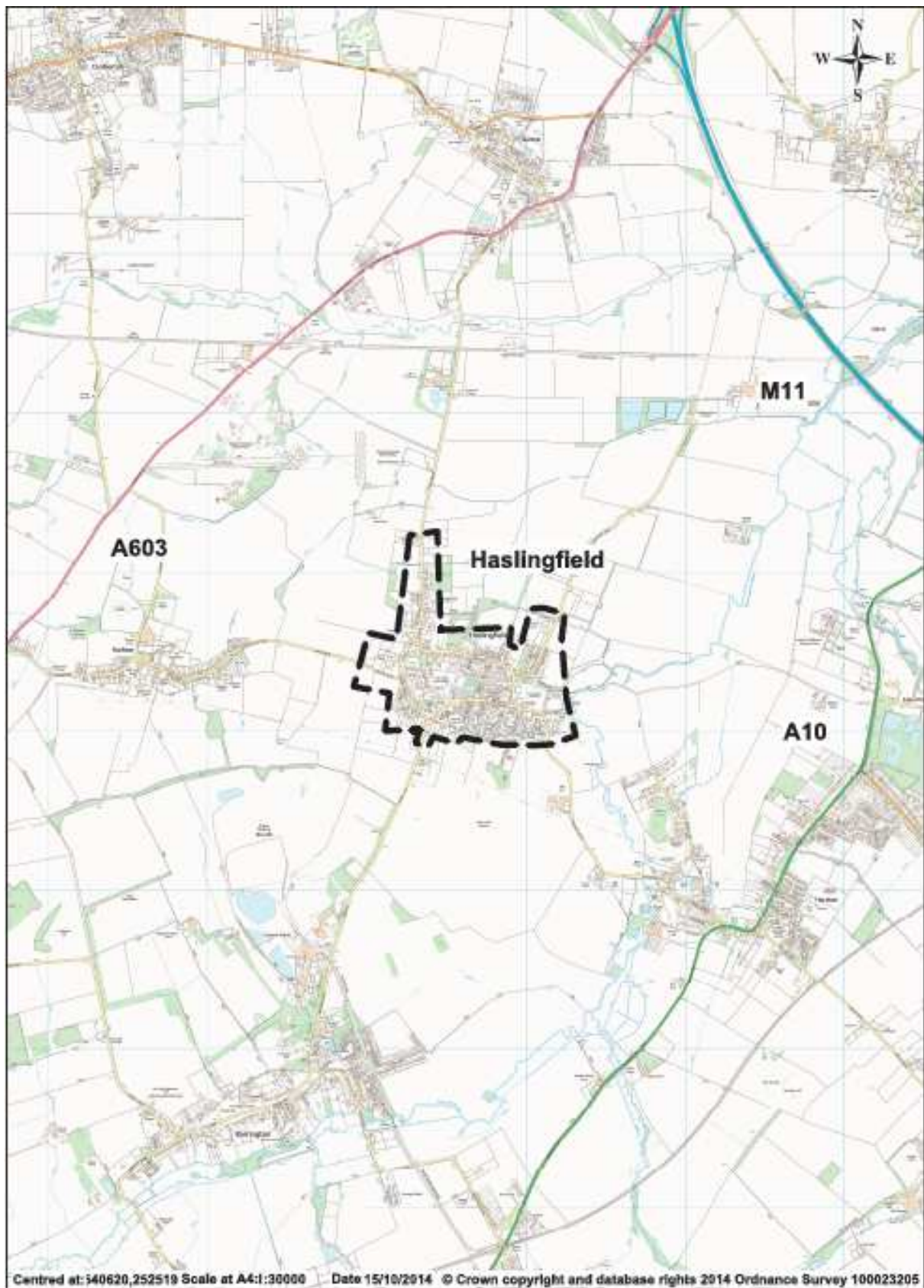
The Local Member, Councillor Kindersley has voiced his support for the proposals.

4.6 Public Health Implications

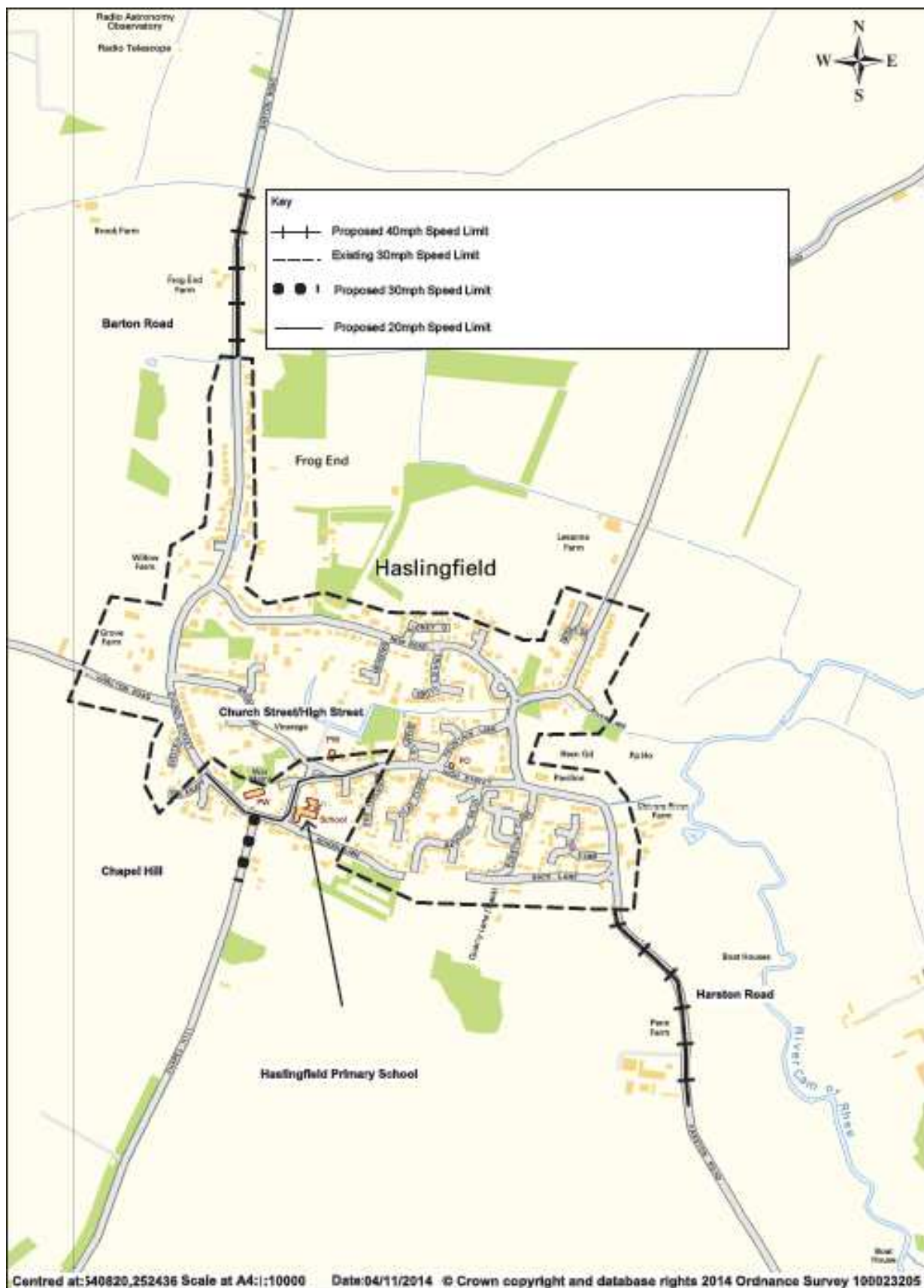
There are no significant implications within this category.

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

APPENDIX 1 – HASLINGFIELD OVERVIEW



APPENDIX 2 – HASLINGFIELD, EXISTING AND PROPOSED SPEED LIMITS



APPENDIX 3

Objections/Comments	Officer Response
<p data-bbox="181 338 794 593">1. There has been inadequate consultation with residents of the village. Meetings that have been held have highlighted disquiet about aspects of the scheme. There is no evidence of danger or near misses that have occurred.</p> <p data-bbox="181 1144 794 1256">Another village meeting is required to ensure that what is being carried out reflects the will of the community.</p> <p data-bbox="181 1435 794 1514">20mph is simply wrong and will be difficult to enforce.</p>	<p data-bbox="801 338 1417 663">The Parish Council published a newsletter in March 2014 and discussed the proposed traffic calming measures in the Church and Village magazine. Meetings and an open forum were held in April and May, where residents were able to voice their opinions. This subject has been on the Parish agenda for quite some time.</p> <p data-bbox="801 707 1417 954">The statutory process has been carried out and there have been no objections from the Police or other emergency services. Councillor Kindersley has voiced his support for this proposal as well as several other residents, whilst there has been only one objection.</p> <p data-bbox="801 999 1417 1066">The County Council do not hold records of any near misses.</p> <p data-bbox="801 1144 1417 1357">The volume of responses would indicate that another meeting to decide on the correct course of action would not be necessary; sufficient consultation has been undertaken in line with due process.</p> <p data-bbox="801 1435 1417 2020">A 20mph speed limit would benefit the community in terms of overall safety; it further reinforces what is a more appropriate speed, considering the nature of the road and any potential hazards. Department for Transport guidance indicates that 20mph speed limits should be considered in residential streets and other town and city streets with high pedestrian and cyclist movement; Church Road and High Street fulfil these characteristics, especially taking into account the location of the nearby school. Furthermore the location of parked vehicles on-street and the nature of the</p>

	<p>road layout would indicate that a good level of compliance with a 20mph limit could be achieved. Issues of enforcement are handled by the Police, who have not objected to the proposals.</p> <p>Time specific speed flashing warning signs at entry points to the village and around the school are fully justified and should be adopted.</p> <p>The proposed 40mph limits on the approaches will make no difference.</p> <p>Physical ramps and appropriate signing should be installed particularly on Barton road as they are the most effective option.</p>	<p>Flashing 20mph school warning signs were considered by the Parish. However, these were not adopted as there were issues regarding additional cost and maintenance. Furthermore such measures are not enforceable by the Police and are only 'advisory'.</p> <p>The 40mph speed limits on the approaches to the village on Barton and Haslingfield Road are being proposed in order to encourage lower entry speeds into the village and to ensure better compliance with the existing 30mph limit.</p> <p>Speed ramps, although effective, are generally an unpopular measure especially where nearby residents are concerned. A physical traffic calming scheme which will have a similar effect is being implemented, comprising of 'Give Way' features which will force oncoming traffic to slow down in order to negotiate the obstacles. Additional signing is not deemed appropriate or necessary.</p>
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