

**CONSIDER OBJECTIONS RECEIVED IN RELATION TO PROPOSED
30MPH SPEED LIMIT ON VARIOUS ROADS IN PYMOOR**

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

Meeting Date: 25th January 2019

From: Executive Director: Place & Economy

*Electoral
division(s):* Sutton

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

Purpose: To determine objections received to the proposed
reduction of the existing 40mph Speed Limit to
30mph on Various Roads in Pymoor

Recommendation: a) Reduce the existing 40mph Speed Limit to
30mph on roads in Pymoor as published
b) Inform the objectors accordingly

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

- 1.1** Main Street, Straight Furlong, Pymoor Lane and School Lane in Pymoor currently have a 40mph speed limit on them. The proposal is to reduce these to 30mph, except for part of Pymoor Lane. The eastern section of Pymoor lane is only sparsely built-up and more suited to a 40mph limit, so it is proposed to retain the higher limit on that length of road. In addition, it is proposed to extend the 30mph limit in Main Street a short distance beyond the existing 40mph limit to cover some new houses and to accommodate a gateway feature. The new 30mph speed limits are shown on the drawing included in Appendix 1.
- 1.2** Central Government guidance states that a 30mph speed limit should be the norm through villages and there is a general trend towards lowering speed limits in appropriate cases. However, speed limits must also be matched to the road geometry and environment. Also, speed limits need to be respected by drivers and not place an unacceptable enforcement burden on the police.
- 1.3** This is a Local Highway Improvement (LHI) scheme, part-funded by Little Downham Parish Council.

2. TRAFFIC REGULATION ORDER (TRO) PROCESS

- 2.1** The TRO procedure is a statutory 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 submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, including the emergency services.
- 2.2** The proposed speed limit was advertised in the Ely Standard on 6th December 2018 and the statutory consultation period ran until 8th January 2019.
- 2.3** The statutory consultation generated two objections to the published proposals. The points raised in relation to the proposed restrictions are included in the table in Appendix 2. The officer responses to the objections are also given in the table.
- 2.4** The proposals are supported by District Councillor Anna Bailey. Cambridgeshire Police do not support the proposal as they state that “simply replacing a ‘40’ for a ‘30’ speed restriction sign may lead to issues of non-compliance”, but they do not wish to mount a formal objection.

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 LHI funding including a contribution from Little Downham Parish Council.

4.2 Statutory, Risk and Legal 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 Consultation Implications

The statutory consultees have been engaged including County and District Councilors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the speed limit. The documents associated with the proposal were available to view in the reception area of Shire Hall and at the offices of East Cambridgeshire District Council at Ely.

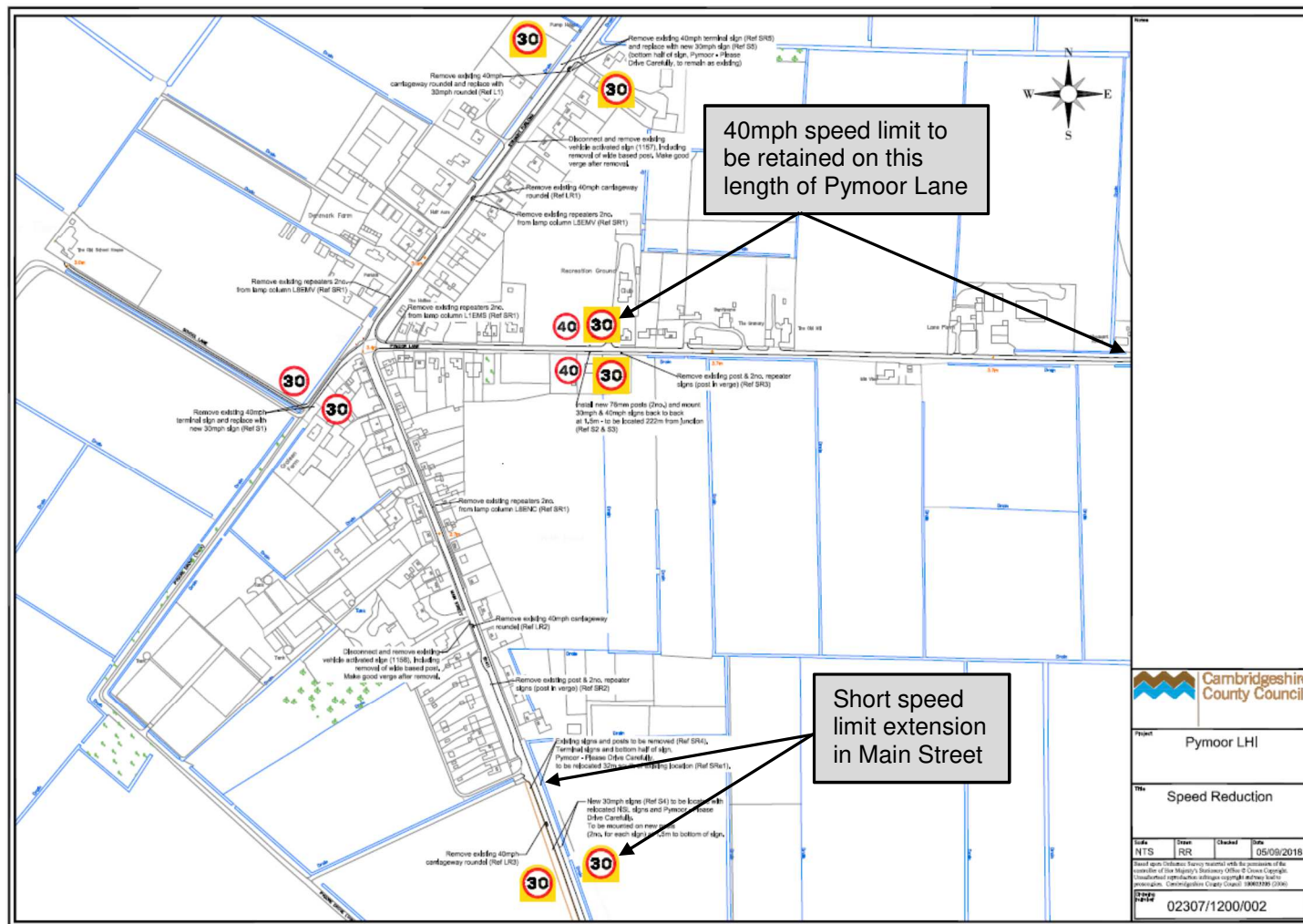
4.5 Localism and Local Member Involvement

County Councillor Lorna Dupre and the relevant the District Council Members were consulted.

4.6 Public Health Implications

There are no significant implications within this category.

Appendix 1 – Extents of Proposed 30mph Speed Limits



Appendix 2		
No.	Summary of Objections/ Representations	Officer's Comments
1	<p><i>I would like to raise an objection with regard to the order referenced above.</i></p> <p><i>My objection relates to the placement of the 30 mph signs 222 yards down Pymoor Lane. I am informed that the speed limit signs cannot be placed further down the lane as there are no houses on the South side, this despite that planning permission has been granted and building work has commenced on the house opposite Buntizone, paradoxically the signs are being moved further into the village from where the 40mph signs currently are. In addition there is no footpath from where the proposed signs are being placed.</i></p> <p><i>This rule does not seem to apply to the placement of the signs at the beginning of Main Street which are being moved further out of the village with no houses currently on the South side of the road.</i></p> <p><i>I also note that the proposed placement of the speed limit signs is after the entrance to the children's playground and sports and social club thus encouraging drivers to speed past the entrance. I find this rather strange and extremely dangerous particularly as there is no footpath out of the playground.</i></p>	<p>The stretch of Pymoor Lane on which it is proposed to retain the 40mph speed limit is not suited to a 30mph limit due to the very sparse frontage development. A 40mph speed limit is more appropriate and falls in line with Government advice. The building work referred to is a single dwelling, set back from the carriageway and does very little to change the character of the road. The 40mph limit is not being placed further into the village and this comment possibly relates to the removal of repeater signs which are not needed because of the proposed 30mph speed limit.</p> <p>The 30mph limit in Main Street is being extended beyond the extent of the current 40mph limit to cover new houses. It is also proposed to install a gateway feature to emphasise the 30mph limit and encourage lower traffic speeds. In addition, the circumstances are different in that the speed limit is being extended by only 32 metres in Main Street which is too short to be suitable for a separate 40mph limit. In Pymoor Lane there is sufficient length for a standalone 40mph limit.</p> <p>This might have been a concern if drivers leaving the main part of Pymoor were being presented with national speed limit signs (60mph for cars), but they will be proceeding from a 30mph limit into a 40mph limit, so any increase in speed should be more gradual.</p>

	<p><i>The new signs may also obstruct one's view when leaving the playground.</i></p> <p><i>I hope you will take my comments into consideration and move the signs further down the lane.</i></p>	<p>The sign plates will be installed in such a way that they do not obstruct visibility for drivers.</p> <p>It is felt that the retention of the 40mph speed limit on the eastern part of Pymoor Lane is appropriate. A 30mph speed limit would be too low given the characteristics of the road and driver compliance would be poor. It should be noted that the police do not support the current proposal, but are not so strongly opposed that they wish to formally object. However, it is possible that a proposal to reduce the 40mph speed limit on this part of Pymoor Lane would have resulted in a police objection.</p>
2	<p><i>I would like to object to the proposed replacement of 40mph speed limit to 30mph speed limit in Main Street, Straight Furlong, Pymoor Lane and School Lane, Pymoor.</i></p> <p><i>My first objection is that the speed limit will not be enforced.</i></p> <p><i>My second objection is that this will lead to residents parking on the highway/footpath so Emergency Vehicles and Agricultural Vehicles (many of which are large and wide, for example Sugar Beet Harvesters) will not be able to proceed along them without obstruction.</i></p> <p><i>Examples of both of my objections can be seen on a daily basis when travelling along the main B1411 through Little Downham. A 30mph speed limit has been in place for approximately 3 years along Ely</i></p>	<p>It is accepted that the enforcement of speed limits in villages, such as Pymoor, is unlikely to be a high priority for the police. However, providing speed limits are set at a sensible level, compliance is expected to be reasonable.</p> <p>The speed limit on a road only affects on-street parking at night. Drivers are required to display parking lights throughout the hours of darkness when parked on a road with a speed limit greater than 30mph. Hence, the imposition of a 30mph speed limit might, in theory, encourage more drivers to park overnight on roads in Pymoor. However, this law does not appear to be widely enforced and is unlikely to result in any material change to drivers' parking habits. Consequently, the introduction of a 30mph limit is very unlikely to affect the movement of larger vehicles through Pymoor.</p>

	<p><i>Road, Little Downham and is still not enforced. Many Agricultural Vehicles have to take a 10-15 mile detour to get to fields at either end of Little Downham due to residents parking inconsiderately on the highway along Main Street or Cannon Street, Little Downham. If residents park inconsiderately in Pymoor too, the Agricultural Vehicles will not be able to get to any of the fields, between Little Downham or Pymoor, along the B1411.</i></p>	
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