

**PROPOSED 50MPH SPEED LIMIT B1095 (PONDERSBRIDGE TO COUNTY BOUNDARY)**  
**MILK AND WATER DROVE**

*To:* **Cabinet**

*Date:* **17<sup>th</sup> April 2012**

*From:* **Executive Director: Economy, Transport and Environment Services**

*Electoral division(s):* **Norman Cross and Whittlesey**

*Forward Plan ref:* **2012/025** *Key Decision:* **Yes**

*Purpose:* **To determine the objections received to a proposed 50mph speed limit for the B1095 Milk and Water Drove (Pondersbridge to County Boundary)**

*Recommendation:* **Cabinet is recommended to approve the 50 mph speed limit as advertised.**

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## **1. BACKGROUND**

- 1.1 The Department for Transport published new guidance on the setting of local speed limits in August 2006 and recommended that all local highway authorities review speed limits on A and B roads by 2011. In December 2007, as part of the process to review the county's speed limit policy, the County Council's Cabinet approved a review of all A and B road speed limits over 30 mph.

## **2. REVIEW PROCESS**

- 2.1 Existing speed limits on the B1095 have been reviewed as part of the A and B road project. The review, which divided the road into sections based on road environment, took into account various factors including the accident rate, recorded mean speeds, pedestrian and cycle activity along the route and the highway environment, and concluded that a consistent 50 mph speed limit should be applied between the county boundary through to its junction with the B1040 (see **Plan 1**). The review summary report is available as a source document. **Appendix A** shows the review summary.
- 2.2 A short section of the B1095 lies within the Peterborough City Council area. The City Council has been made aware of county's review process and has already reduced the limit on its section to 50 mph.

## **3. FORMAL PROCESS AND REPRESENTATIONS**

- 3.1 Consultation letters were sent out to the established stakeholder groups and a draft traffic regulation order to reduce the speed limit to 50 mph was advertised on site and in the local press in October last year.
- 3.2 Objections to the reduced speed limit were received from county councillors M. Curtis and R. Butcher, who represent the Whittlesey division which includes Pondersbridge. The grounds for their objections are that the proposal would not be the best use of resource and practically impossible to police.
- 3.3 Four letters of support were received from local residents and the Police indicated that they had no comments to make on the proposal.
- 3.4 The proposal was reported to the Fenland Area Joint Committee (AJC) on 20<sup>th</sup> January when it was resolved to inform Cabinet that the AJC:
  - were concerned that imposing a 50mph speed limit on the whole length of the B1095 might prove a poor use of resources
  - considered that further information on the location of injury accidents along the route would be helpful to Cabinet in determining the objections
  - supported the introduction of an advisory speed limit for the sharp bends on the route if the safety record warranted it.
- 3.5 The proposal was reported to Huntingdonshire Area Joint Committee on 23<sup>rd</sup> January and the following comments were recorded:
  - Local councillors M. McGuire and N. Guyatt supported the proposal
  - Farcet Parish Council supported the proposal
  - Agreement to support the proposal.

#### **4. COMMENT**

- 4.1 The response to consultation and formal advertisement shows mixed views on the proposal. However, on balance, it is considered that there is the potential to reduce accidents and vehicle speeds through a reduction in the speed limit. Speed surveys undertaken as part of the review process show that the recorded mean speeds are closer to the proposed limit than the current speed limit.
- 4.2 What level of enforcement should be given to a lower limit would be a matter for the police to determine, as with all speed limit orders. The public have the opportunity to influence policing priorities through Neighbourhood panels.

#### **5. ALIGNMENT WITH CORPORATE PRIORITIES AND WAYS OF WORKING**

##### **Supporting and protecting vulnerable people when they need it most**

- 5.1 Reduced vehicle speeds will provide a better road environment for vulnerable road users; pedestrians and cyclists.

##### **Helping people live healthy and independent lives in their communities/ Developing the local economy for the benefit of all**

- 5.2 The proposal supports corporate priorities by maintaining safer access to local communities. The B1095 provides a key economic link from the Ramsey area to Peterborough and Whittlesey and improving the operation of the route through reduced vehicle speeds and accidents will support the local economy priority.

##### **Ways of Working**

- 5.3 The proposal has been subject to consultation with local communities and local county council members.

#### **6. SIGNIFICANT IMPLICATIONS**

##### **Resource and Performance Implications**

- 6.1 The cost of implementing the proposal is estimated at £5000 which will be met from the capital budget.

##### **Statutory, Risk and Legal Implications**

- 6.2 The required statutory procedures have been followed.

##### **Equality and Diversity Implications**

- 6.3 No significant implications identified.

##### **Engagement and Consultation**

- 6.4 Parish Councils and local members have been fully engaged in the consultation process.

Source Documents

Review summary report

Draft traffic regulation orders and notices

Representations

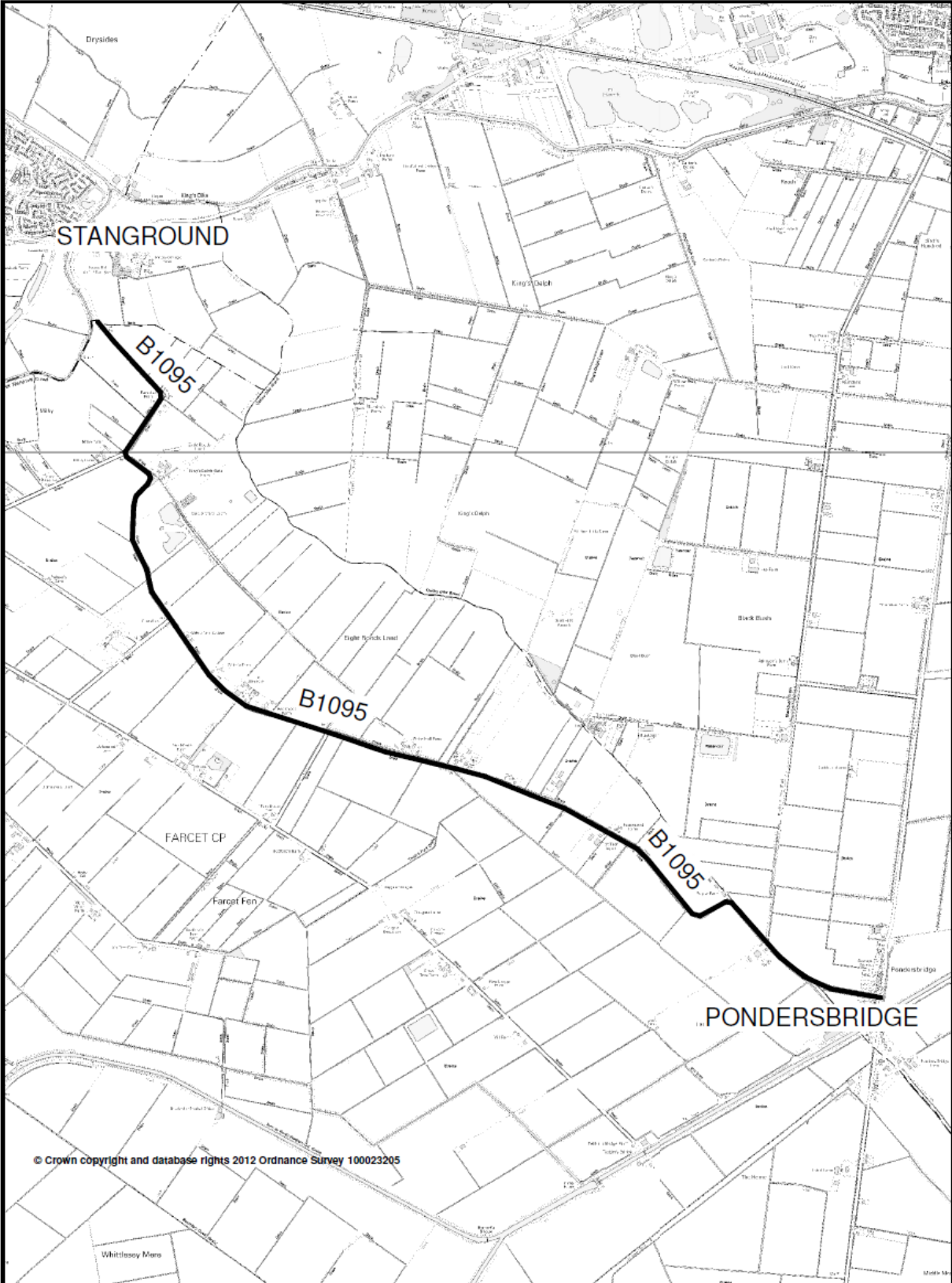
Location


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## REVIEW SUMMARY TABLE

Link	Location of Section	Length of Link (km)	Existing Speed Limit	Daily traffic flow	Mean Speed	Injury accidents over 3 year period	Injury accidents per million vehicle kilometre	Recommendations
1	From the county boundary with Peterborough to the Paradise Farm bend	0.37	60	5,800	45.39	0	0	Reduce speed limit to 50 mph
2	From the Paradise Farm bend to the King's Delph Gate Farm junction	0.73	60	5,800	49.07	3	64.7	Reduce speed limit to 50 mph
3	From King's Delph Gate Farm junction to Wake's Farm	1.1	60	5,800	51.35	2	28.6	Reduce speed limit to 50 mph
4	From Wake's Farm to the Red Cross Farm	0.45	60	5,800	50.34	1	35	Reduce speed limit to 50 mph
5	From Red Cross Farm to approach to the Poplar Farm bends	2.3	60	5,800	50.44	3	20.5	Reduce speed limit to 50 mph
6	Poplar Farm bends section through to Kings Farm	0.72	60	5,800	33.33	7	153.1	Reduce speed limit to 50 mph Consider a signed advisory limit for the bends
7	From Kings Farm to the B1040 junction	0.53	60	5,800	48.11	0	0	Reduce speed limit to 50 mph

LENGTH OF PROPOSED 50 MPH SPEED LIMIT



TITLE: B1095 (Pondersbridge to county boundary) Milk and Water Drove - proposed 50mph limit				 Cambridgeshire County Council	
DRAWING NUMBER: Plan 1		Scale (at A4): 1:25000	REVISION: Rev1	Date: 09/02/2012	