

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED
20MPH SPEED LIMIT ON MALTING LANE & CROFT ROAD, ISLEHAM**

To: **Cambridgeshire County Council's Traffic Manager and the
Local Member(s) representing electoral division below.**

Meeting Date: **13th February 2020**

Electoral division(s): **Local Member representing Soham North & Isleham**

Forward Plan ref: **N/A**

Key decision: **No**

Purpose: **To determine the objection received to the proposed
20mph speed limit on Malting Lane and Croft Road,
Isleham.**

Recommendation: **a) Approve the proposed 20mph Speed Limit Order as
advertised.
b) Inform the objectors accordingly**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Mark Goldsack
Post:	Traffic Manager	Post:	County Councillor – Soham North & Isleham
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1. BACKGROUND

- 1.1 Isleham is a village and civil parish located approximately 15 miles (24 kilometres) northeast of Cambridge City and approximately 7.5 miles (12 kilometres) southeast of Ely.
- 1.2 Malting Lane, Isleham runs south west to north east through Isleham village from its junctions with Mill Street (B1104) and Beck Road. Croft Road is a residential Cul-de-Sac which joins Malting Lane opposite Isleham Church of England (VC) Primary School. A plan showing the location of Malting Lane and Croft Road can be found at Appendix 1.
- 1.3 As stated above Isleham Church of England (VC) Primary School is located approximately half way along Malting Lane opposite its junction with Croft Road, the school has capacity for approximately 210 pupils of an age range between 5 to 11. In an attempt to improve the safety for all road users (but particularly younger and older residents) Isleham Parish Council have proposed the installation of a 20mph speed limit on Malting Lane and Croft Road. The existing speed limit on these two roads is 30mph. As well as improving road safety it is hoped by the Parish Council that the proposed 20mph speed limit will encourage more children to walk to school reducing local traffic and air pollution. A plan showing the extent of the proposed speed limit can be found at Appendix 2.
- 1.4 There are two existing raised tables with crossings near the western and eastern boundaries of the Primary School.
- 1.5 Funding for the proposed was secured through a successful Local Highways Improvements (LHI) scheme bid by the Parish Council.

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (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 Standard on the 7th November 2019. The statutory consultation period ran from the 7th November to the 28th November 2019.
- 2.3 The statutory consultation resulted in four representations, one objection, one statement of support and two comments which have been summarised in the table in Appendix 3. The officer responses to the comments are also given in the respective tables.

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 the LHI scheme

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. The proposal documents were made available for viewing at Shire Hall, Castle Hill, Cambridge and at the office of East Cambridgeshire District Council, Nutholt Lane, Ely and online at <http://bit.ly/cambridgeshiretro>

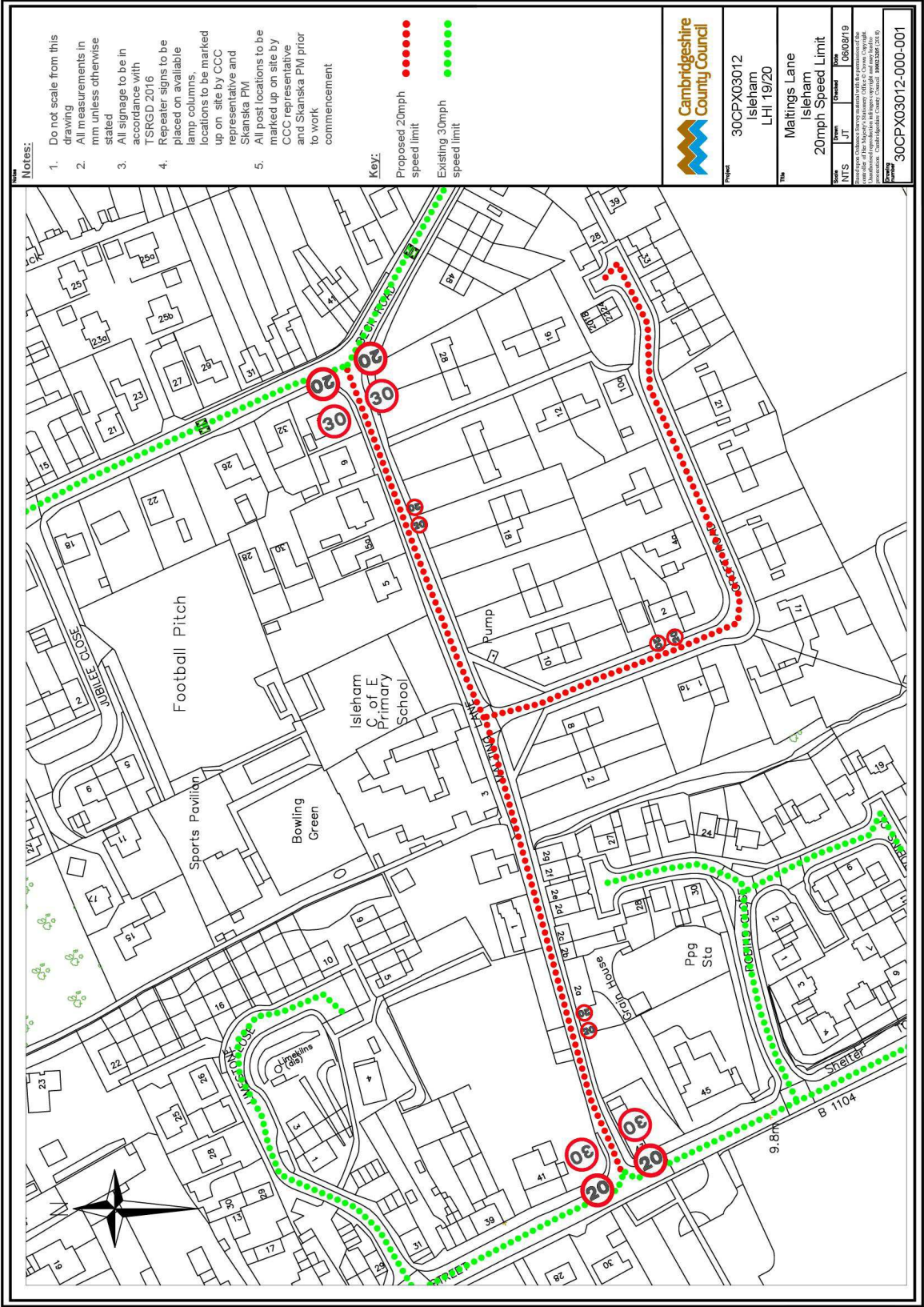
4.6 Localism and Local Member Involvement

The County Councillor, Cllr Mark Goldsack, and the District Councillors, Cllr Julia Huffer and Cllr Joshua Schumann, were consulted. Cllr Schumann supports the proposal.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of Objection	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR



Appendix 2 –Consultation Plan



Appendix 3: Objections and comments received during the initial statutory consultation

No.	Summary of Objection / Comments	Officer Response
1	<p>I am well aware of the need for appropriate driving when the children are coming and going to school as well as appropriate driving in a built up area, and in no way do I believe that the mandatory 30mph limit should not be broken at any stage in these two particular roads full stop and my subsequent comments should not be viewed in any way as a justification to encourage irresponsible driving.</p> <p>Firstly I do not believe that the chief of police or senior council officials have attended these roads before and considered the general actions of drivers using these roads, or the general problems that the residents of these roads experience which are very different to those of the parents of the school children from elsewhere inside and outside the village, and who themselves create traffic issues which are equally serious</p> <p>Secondly if there is a change of speed limit, is it going to be policed almost every day at various times - of course not and this is the first reason why I see a change as pointless.</p>	<p>These proposals have been proposed following the submission of a successful Local Highways Improvement Initiative (LHI) application from Isleham Parish Council. LHI schemes are part funded by the applicant with the rest of the funding being provided by Cambridgeshire County Council. This scheme has been applied for to reduce vehicle speeds within the village to improve safety for all road users but in particular vulnerable road users and to potentially encourage cycling/walking to school and therefore reducing local traffic and pollution.</p> <p>Each LHI application is evaluated before a decision is made whether the application should proceed, a member of the Highways Projects team would have conducted a site visit when drawing up the proposals. The police have been consulted as part of the consultation process for this scheme and have no objections to the proposed 20mph speed limit.</p> <p>It is accepted that the enforcement of speed limits in villages, such as Isleham, 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. 20mph speed limit are only set in those roads where current means speeds are below 24mph and given the road geometry and traffic calming measures on Maltings Lane it is likely that the 20mph will be</p>

<p>Thirdly one of the major problems residents have is parents parking when they bring and collect the children and both roads become congested with cars causing various dangers such as negotiating our way out of drives by cars queued all along these roads, and at these times it is impossible to do much more than 20mph in these roads anyway let alone 30mph because of the congestion and again a change becomes pointless when this is the time you are introducing it for.</p> <p>Croft Road has a 90degree bend and once you turn in to Croft Road if you manage to get to 30mph you then have to brake for the bend and I have never considered we have an issue in this part so I view this as a waste of time. The remainder of the road then becomes a dead end and so is only real used by the residents themselves or school parents.</p> <p>For these reasons I see this as a pointless exercise with costs that cannot practically be policed, but what the council should be addressing in Maltings Lane without question is the banning of Lorries and Coaches from using this road. We have a coach depot on the West Row Road out of the village which runs across the bottom of Maltings lane, a lot of the roads in the village are not suitable for these vehicles and they should only be able to follow the main road through and in and out of the village. They certainly should not be allowed to use a school road.</p>	<p>respected and adhered to by most drivers.</p> <p>Regarding the issues you have raised regarding dangerous parking by school users and prohibiting large vehicles from using Maltings Lane, in the first instance it may be worth raising these issues with the Parish Council as they may consider addressing these issues via future LHI applications. Parking restrictions such as single yellow lines (where waiting is prohibited during certain times) or double yellow lines (prohibiting waiting at all times) can be installed but would need a Traffic Regulation Order (TRO) which would involve a public consultation process. Before any parking restrictions were proposed the needs of residents would need to be addressed (although I know most properties in Maltings Lane and Croft Road have access to off street parking) and consideration would need to be given to the potential effect of displacing those vehicles that use these roads to park during school times on other roads. It is also worth noting that vehicles are still permitted to stop to load/unload and stop to drop off and pick up passengers on single yellow and double yellow lines. Weight limits can be implemented to prevent HGVs using certain routes, these would also require a TRO and public consultation. However, consideration must be given to the status and design of the existing route and whether HGVs can be re-routed without impacts on other settlements. If a weight limit is likely to divert trips to a lower status route, these roads could be less capable of heavier traffic, poorer geometry and have a less robust road structure therefore making them unsuitable to take diverted vehicles. It is difficult to</p>
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	<p>On the proviso that both you as an organisation and the parish council understand that in no way do I support standing in the way of safer roads especially where the children are concerned, I believe that certain costs are incurred administering, signage, policing etc. of a speed limit change and on this basis I formally object to a change in Croft Road when these monies need to be spent elsewhere in the village.</p> <p>I would like to think I am completely fair minded and I do not see what goes on in Maltings Lane all day every day and it may be that other people see and feel a need for the reduced limit and so I do not consider it fair to object to this road even though in my experience it is unnecessary.</p>	<p>restrict the movement of HGVs as they are permitted to use any classification of road for access and deliveries even if there is a weight restriction.</p> <p>Noted.</p> <p>Noted.</p>
2	<p>Yes something needs to be done about speeding vehicles on Malting Lane particularly during school drop off and pick up times but as the current speed limit of 30mph is unable to be enforced I do not see how putting up 20mph signs is actually going to improve anything. There are currently 2 speed humps either side of the school and these are no longer effective at slowing down traffic as they have sunk in the middle and are not high enough. Repairing and improving these and also installing another one at each end of the road would be better at slowing the traffic down. Another issue is the amount of large vehicles using an already narrow road. At school drop off and pick up times when parents are parking all the way down one side of the road these vehicles are having to mount the pavement on the other side to get through - this is an accident waiting to happen with young children and parents already on the pavement and is happening on a daily basis.</p>	<p>It is accepted that the enforcement of speed limits in villages, such as Isleham, 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. 20mph speed limit are only set in those roads where current means speeds are below 24mph. If the 20mph speed limit is implemented 20mph 'terminal signs' would indicate to road users that they are entering a 20mph speed limit and regular smaller 'repeater signs' or 20mph roundels on the road would act as a reminder to road users throughout the extent of the speed limit. Given the road geometry and traffic calming measures on Malting Lane the 20mph is likely to be respected and adhered to by most drivers. The police have been consulted as part of the consultation process for this scheme and have no objections to the proposed 20mph speed limit.</p>

		Further traffic calming measures such as further speed cushions or speed tables at either end of Malting Lane would need to be financed by further LHI bids as would any weight restrictions and are therefore beyond the scope of the speed limit order being proposed but our highways maintenance team may be able to address any sinking on the speed cushions if it meets our intervention levels.
3.	<p>With reference to the above proposal I wish to query the following:</p> <ol style="list-style-type: none"> 1. Does the proposal include installation of the two missing street lights along Beck Road in the vicinity of the road humps? 2. Does the proposal include repair of the existing street light in this vicinity? 3. Does the proposal include repair of the 30 mph warning sign to traffic approaching the village? It presently operates for every vehicle existing the village at speeds in excess of 30mph and occasionally for vehicles approaching the village at speeds greater than 30mph. 	The issues you have raised are highway maintenance issues and would need to be reported to the appropriate maintenance teams (details of where to report faults supplied).
No.	Summary of statements of support	Officer response
1.	<p>I am a resident in croft road and fully support the 20mph speed limit on malting lane and croft road.</p> <p>I was wondering whether it might be possible to have double yellow lines on the corner of croft road. This is somewhere where especially at school times people park their cars on the corner before and after, which is very dangerous when you drive up the road having to go onto the other side not being able to see whether any vehicles are coming.</p>	<p>Noted.</p> <p>Cambridgeshire County Council does not have a budget specifically for implementing double yellow lines so they would normally funded via the LHI scheme referred to above therefore in the first instance it may be worth raising these issues with the Parish Council as they may consider addressing these issues via future LHI applications. Parking restrictions such as single yellow lines (where waiting is prohibited during certain times) or double yellow lines (prohibiting waiting at all times) can be installed but would need a Traffic Regulation Order (TRO) which would involve and</p>

		<p>public consultation process. Before any parking restrictions were proposed local residents requirements for on street parking would need to be addressed (although I think most of the properties on this bend have driveways and the highways code does state that vehicles should not park on bends). It is also worth noting that vehicles are still permitted to stop to load/unload and stop to drop off and pick up passengers on single yellow and double yellow lines but not allowed to leave their vehicles</p>
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