

**SPEED LIMIT ORDER OBJECTIONS ASSOCIATED WITH THE IMPLEMENTATION OF A  
20 MPH SPEED LIMIT IN BRAMPTON VILLAGE**

*To:* **Head of Highways and the Local Member representing the electoral division below**

*Meeting Date:* **23<sup>rd</sup> October 2018**

*From:* **Executive Director: Place & Economy**

*Electoral division(s):* **Brampton**

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

*Purpose:* **To determine objections to the implementation of a 20 mph speed limit in Brampton village**

*Recommendation:* **a) Implement the speed limit as advertised  
b) Inform the objectors accordingly**

| <b><i>Officer contact:</i></b> |  |
|--------------------------------|--|
| Name:                          | Sonia Hansen   |
| Post:                          | Traffic Manager  |
| Email:                         | <a href="mailto:Sonia.hansen@cambridgeshire.gov.uk">Sonia.hansen@cambridgeshire.gov.uk</a> |

## 1. BACKGROUND

- 1.1 Brampton is a village in Cambridgeshire about 2 miles south-west of Huntingdon. (**Appendix 1**)
- 1.2 Brampton Parish Council were successful in their bid for funding through the Local Highways Improvements process to implement a 20mph limit throughout Brampton inner village.
- 1.3 Central Government has issued guidance to local Councils on setting local speed limits and this generally encourages local authorities to introduce 20mph limits in appropriate cases. The requirements for such speed limits has become progressively less onerous, so the County Council and many other authorities are introducing them on a more widespread basis.
- 1.4 The principle is that 20mph limits can be used in built-up areas where the characteristics of the road are suitable, such as residential streets and town centres. In Brampton the 20mph zone would cover typical residential village roads with low traffic flows and speeds.
- 1.5 It is proposed to introduce a 20mph speed limit on the following roads (**Appendix 2**) :-

|                     |                 |                    |
|---------------------|-----------------|--------------------|
| Abbot Close         | Flint Close     | Nursery Walk       |
| Ash Court           | Glebe Road      | Oak Drive          |
| Belle Isle Crescent | Grove Lane      | Olivia Road        |
| Bernard Road        | Hansell Road    | Pages Way          |
| Bramble Court       | Hawkes End      | Park Road          |
| Budge Close         | High Street     | Riddiford Crescent |
| Burnaby Close       | Horseshoes Way  | Spinney Close      |
| Carrington Place    | Jubilee Close   | Stewart Close      |
| Carter Close        | Knowles Close   | The Green          |
| Centenary Way       | Laws Crescent   | Waterloo Close     |
| Chestnut Close      | Layton Crescent | Wells Close        |
| Crane Street        | Lenton Close    | West End           |
| Cranfield Way       | Link Drive      | Westbrooke Close   |
| Croft Close         | Lomax Drive     | Williams Close     |
| Croot Close         | Mandeville Road | Willow Close       |
| Elizabethan Way     | Manor Close     | Wood View          |
| Emery Close         | Miller Way      | Woolley Close      |
| Evans Close         |                 |                    |

## 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 Hunts Post on the 15<sup>th</sup> August 2018. The statutory consultation period ran from the 15<sup>th</sup> August 2018 until the 7<sup>th</sup> September 2018.
- 2.3 The statutory consultation yielded 17 responses. 5 objecting to the proposals, the rest were supportive of the proposal but made additional observations.
- 2.4 All comments and the grounds upon which they were made have been summarised in the table in Appendix 3 with officer comments alongside them.
- 2.5 It should be noted that the traffic management officer for the police had no objection to the proposal.

### **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 Local Highway Improvement Process.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category.

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

The statutory process for this proposal has been followed.

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

There are no significant implications within this category.

#### **4.5 Engagement and Communications Implications**

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

Notices were placed in the local press and were also displayed at various key locations within the village. The proposal was made available for viewing in the offices of Vantage House, Vantage Park, Washingley Road, Huntingdon, PE29 6SR and in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ.

#### **4.6 Localism and Local Member Involvement**

The County Councillor, Peter Downes was consulted and approved of the proposals.

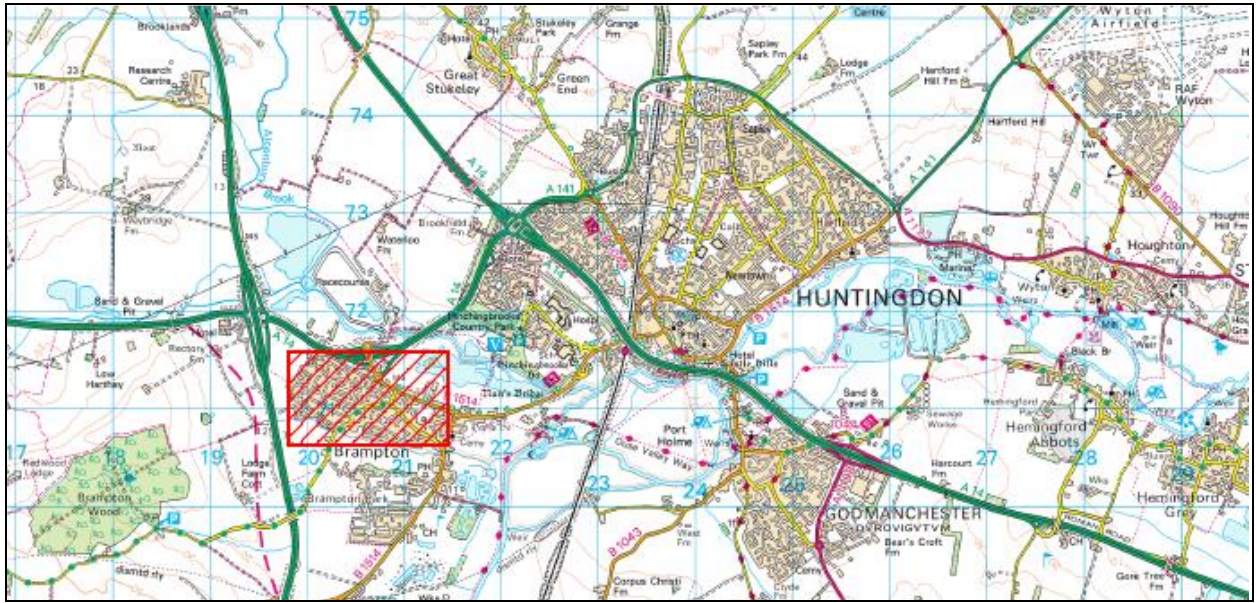
District Councillor Patricia Jordan was consulted, no response was received. Cllr John Morris was also consulted and his queries were addressed by the Project Engineer.

- **4.7 Public Health Implications**

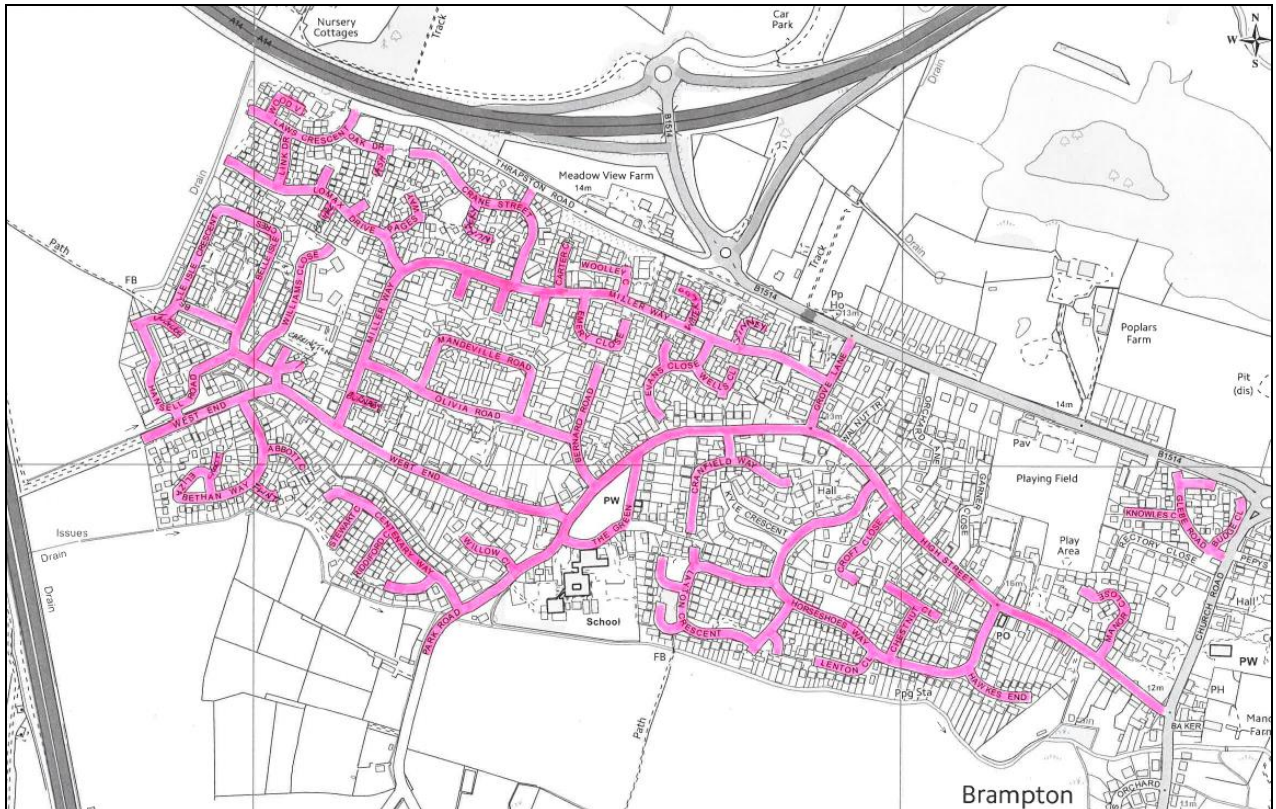
There are no significant implications within this category.

| Source Documents   | Location   |
|--|--|
| Consultation responses<br>Draft Traffic Regulation Order<br>Letters of objection | Vantage House<br>Vantage Park<br>Washingley Road<br>Huntingdon<br>PE29 6SR |

## Appendix 1- Location of Brampton



## Appendix 2 – Proposed 20mph Speed Limit



**Appendix 3**

| No | Initial Consultation Responses  | Officer's Comments   |
|----|---|--|
| 1  | 20mph speed limits are not enforceable  | ACPO, the Association of Chief Police Officers, changed its guidance with regard to the enforcement of 20mph speed limits. It is now possible to provide the option of a speed awareness course, rather than only issuing points and a fine for drivers caught breaking a 20mph limit. This may impact on how the enforcement of 20mph limits is approached in the future. The Police have not objected to the proposal.   |
| 2  | The proposal excludes a number of roads and therefore doesn't cover the whole inner village   | The excluded roads are private roads. In the case of Rectory Close this already has signs stating that it is a 10 mph limit. The other roads are very short cul-de-sacs where it is not possible to reach 20 mph so including them in this limit is unlikely to be beneficial and it would also remove the opportunity for the road owners to impose a lower limit should they choose to.  |
| 3  | No research has been done on the average speed of vehicles in the village therefore it will be impossible to measure if the scheme is a success           | Central Government guidance is still that 20mph speed limits can result in improved road safety and other benefits. Legislation has made it easier for local authorities to introduce 20mph limits, so there is a general trend towards using them. Ultimately 20mph may become the "default" speed limit in all towns and villages. However, this will require behavioural change on the part of drivers which is likely to take longer to achieve.                                   |
| 4  | An arbitrary 20mph limit should not be imposed on the main thoroughfares as this could impede traffic flow, it should be restricted to smaller side roads | 20mph is not an excessively low speed limit in light of the potential benefits it can provide. The project aims to provide conditions that are conducive to an increase in the number of people who feel comfortable cycling or walking rather than opting for motorised transport. Although cycling or walking are certainly not practical for all road users, if the proportion of those choosing these modes could be increased, this would reduce the level of traffic congestion. |
| 5  | Suitable enforcement must be provided - average speed cameras   | The use of safety cameras within Cambridgeshire is restricted to sites with a history of speed related accidents resulting in fatalities or serious injuries. Given the current financial climate and our level of resources unless a project has been prioritised within the County Council's Transport Delivery Plan,  |

|   |   |  |
|---|---|--|
|   |   | there are no funds available to implement cameras outside of the existing policy governing their use within the County.  |
| 6 | Physical measures commensurate with a 20mph zone should be provided                                     | 20 mph limits are signed with terminal signs and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits.  |
| 7 | If a reduction from 30mph to 20mph improves safety then a slower limit will produce even better results | 20mph is the lowest speed limit permitted for use by the Department for Transport on the public highway.   |
| 8 | Statement of reasons for the proposal is to improve safety – no evidence is offered                     | One of the main reasons for introducing a lower speed limit is on the basis of improving road safety. However, the number and severity of recorded injury collisions is thankfully very low in Brampton, so this is not being used as justification for the 20mph limit. It should be borne in mind that 20mph speed limits can also bring about an improved quality of life within the community, an increased transport choice and environmental benefits. |
| 9 | Additional signs will add to street clutter, cost money and increase hazards for highway users          | 20mph speed limits are a low-cost highway improvement when compared to other options. The proposal is to put as many of the new signs as possible on existing lamp columns and sign posts, with roundels used at the entry points. Many of the cul-de-sacs will not have repeater signs as they are relatively short and the legislation does not require them to be installed.  |