

**OBJECTIONS ASSOCIATED WITH TRAFFIC CALMING IN CAMBRIDGE ROAD, NEWTON**

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

*Meeting Date:* **8<sup>th</sup> July 2016**

*From:* **Executive Director: Economy, Transport & Environment**

*Electoral division(s):* **Sawston**

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

*Purpose:* **To determine objections received to the Traffic Calming associated with Cambridge Road, Newton**

*Recommendation:* **a) Approve and install the traffic calming as advertised  
b) Inform the objectors accordingly**

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## **1. BACKGROUND**

- 1.1** The Parish of Newton sits between the M11 to the east and the A10 to the west. It is less than 5 miles south of Cambridge City (Appendix 1).
- 1.2** Newton Parish Council have been granted funding through the Local Highways Improvements (LHI) initiative to implement traffic calming in the form of speed cushions and additional 40mph speed limit buffers on the approaches to the village.
- 1.3** By implementing 40mph speed limit buffers on the approaches to the village, greater compliance with the existing 30mph limit through the village can be achieved. This will be further reinforced with the introduction of 3 pairs of speed cushions in Cambridge Road at the locations identified in Appendix 2.

## **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 23<sup>rd</sup> of December 2015.  
The statutory consultation period ran from 23<sup>rd</sup> December 2015 until the 15<sup>th</sup> of January 2015.

The statutory consultation resulted in two objections which are detailed in Appendix 3. The Police have not objected whilst no responses were received from the other emergency services.

- 2.3** On the basis of this analysis it is recommended that the speed cushions are installed for the reasons:
  - Ensure better compliance with current speed limits
  - General improvement of road safety

## **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 resources to progress this project have been secured through the Transport Delivery Plan.

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

The statutory process for this TRO has been followed.

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

There are no significant implications for this priority.

##### **4.4 Engagement and Consultation Implications**

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, South Cambridgeshire Hall, Cambourne, CB23 6EA.

##### **4.5 Localism and Local Member Involvement**

Both Local Members have been consulted; Cllr Kenney and Cllr Orgee and both have supported this proposal.

##### **4.6 Public Health Implications**

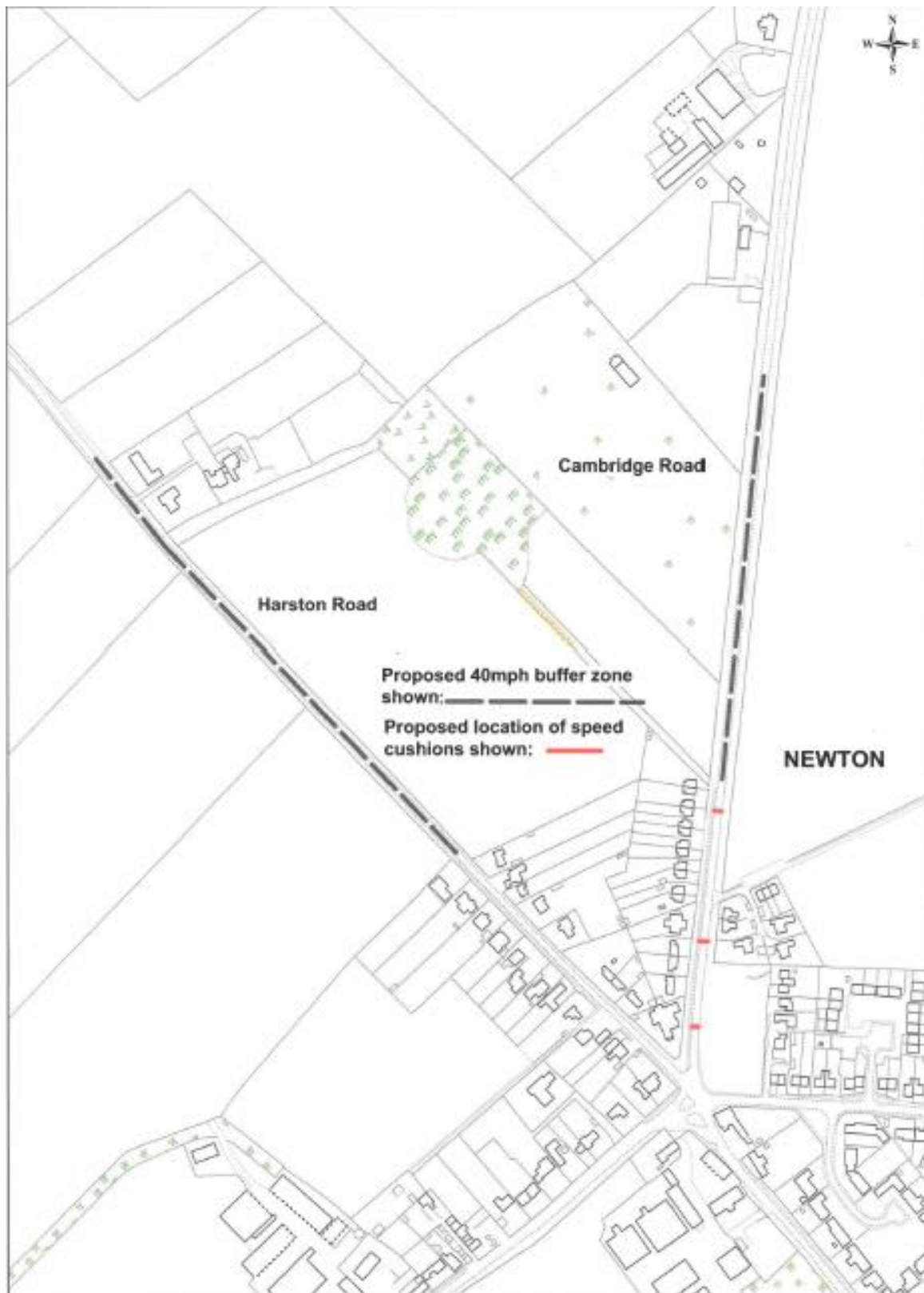
There are no significant implications within this category.

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

## APPENDIX 1 - OVERVIEW



## **APPENDIX 2 – PROPOSED 40MPH BUFFER ZONES AND SPEED CUSHION LOCATIONS**





<b>APPENDIX 3</b>	
<b>Objections/Comments</b>	<b>Officer Response</b>
<p><b>1.</b> Objection</p> <p>They are uncomfortable and painful to many people especially to those who suffer from back complaints.</p> <p>They are a hindrance to the emergency services.</p> <p>They are a blunt instrument, it is impossible to design a speed cushion that can be negotiated comfortably by vehicles of all types.</p> <p>Speed cushions have been known to cause accidents and injuries, motorcyclists are especially vulnerable should they not see the cushions they could crash.</p> <p>They frequently cause damage to vehicles even at normal speed levels, especially older heavier vehicles or those with low ground clearance.</p>	<p>Speed cushions are designed to be crossed at low speeds (less than 20mph), no additional discomfort to passengers or drivers will be caused if they are driven over at speeds less than 20mph.</p> <p>The County Council have consulted the emergency services who have not made any comments regarding this proposal.</p> <p>Speed cushions are designed to be crossed at low speeds (less than 20mph), no additional discomfort to passengers or drivers will be caused if they are driven over at speeds less than 20mph.</p> <p>The proposed speed cushions have been sited and designed according to relevant government specifications. They will be situated under or near too existing street lighting columns and there will be advanced warning signs in place in addition to the required speed cushion markings on the humps themselves. Furthermore a safety audit has been carried out ensuring that the proposed locations are suitable for road traffic to negotiate successfully.</p> <p>Vehicles with low ground clearance will be warned of the speed cushions by advanced warning signs. There is no evidence to support additional vehicular damage being caused by speed cushions unless they were being driven over at inappropriate speeds.</p>
<p><b>2.</b> Objection</p> <p>There is no evidence to support the effectiveness of speed cushions and a good deal of</p>	<p>Speed cushions have been shown to be an effective traffic calming tool when not used in isolation. The</p>

<p>evidence to suggest they induce noise and vibration.</p> <p>The proposal ignores issues around parking in that where on-street parking is allowed the installation of speed cushions further hinders the movement of traffic including large vehicles and ambulances and forces motorcyclists into the centre of the road.</p> <p>The road regularly accommodates cyclists and is on the route of several cycle events, speed cushions will inhibit those activities and present unnecessary hazards.</p> <p>Wide agricultural vehicles and lorries will have to travel over the highest part of the cushions causing additional noise and vibration.</p> <p>They are totally ineffective for any mid-sized vehicle, who will be able to cross without having to slow down.</p> <p>Why have speed activated warning signs not been investigated?</p>	<p>increase in noise and vibration varies according to vehicle type and style of driving. It is possible to install sets of cushions in such a fashion that will minimise vibration and noise as has been done in this proposed scheme.</p> <p>This section of Cambridge Road features properties with their own driveways, there will be little or no on-street parking that will add to a congested street. The emergency service have been consulted and offered no objection to the proposed scheme. Motorcyclists will be able to negotiate the speed cushions safely and comfortably by rolling over them at an appropriate speed or bypassing them altogether, as the road is straight and offers good visibility there will be no safety concerns.</p> <p>Cyclists or groups of cyclists will be able to negotiate the speed cushions with ease as there is good visibility down what is a straight road, an absence of on-street car parking and the speed cushions will be lit, signed and marked according to government regulations.</p> <p>Noted.</p> <p>Whilst some vehicles may be able to straddle the speed cushions, they will still be forced to reduce speed to some extent.</p> <p>Vehicle activated warning signs are only effective as part of a comprehensive traffic calming scheme which includes speed reduction measures such as speed</p>
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		humps or chicanes. In isolation their effectiveness is severely diminished and at worse ignored. This suggestion was not put forward by the Parish Council because they did not apply for it.
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