

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
A1301 CAMBRIDGE ROAD - SAWSTON**

To: **Highways and Community Infrastructure Committee**

Meeting Date: **15th July 2014**

From: **John Onslow - Service Director : Infrastructure
Management & Operations**

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

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

Purpose: **To determine objections received to the Traffic
Regulation Order (TRO) associated with A1301
Cambridge Road, Sawston**

Recommendation: **a) Approve and make the Order as advertised
b) Inform the objectors accordingly**

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

- 1.1** The junction of the A1301 Sawston Bypass (an “A” class road with a 50mph speed limit) and Cambridge Road (a “C” class road with a national speed limit) is situated in the parish of Sawston in South Cambridgeshire. The junction is surrounded by open countryside.
- 1.2** The junction was an accident cluster site in 2009, 2010 and 2011 and was identified as a location that could be effectively treated by road safety improvements.
- 1.3** An improvement scheme to reduce the number of injury accidents involving motorists turning in to and out of this junction was developed. The scheme also sought to provide a safer route for pedestrians and cyclists crossing the A1301. (Please see plan included in **Appendix 1**.)
- 1.4** The scheme included:
 - the installation of traffic signals at the junction;
 - the installation of toucan crossings on the A1301 and Cambridge Road;
 - the extension of the existing cycle ways to link with the toucan crossings
- 1.5** As part of the scheme it was necessary to introduce an “Ahead Only” TRO for southbound traffic on the A1301. This was required to prevent ‘U’ turns, reduce delays and promote safety. This allows users of the toucan crossing on Cambridge Road to cross the road in one go and without the need to install a central island.
- 1.6** The phasing of the lights at the junction also allow the Cambridge Road toucan crossing and the toucan crossing on the northbound carriageway of the A1301 to be used at the same time. Allowing two crossings to be used at the same time significantly reduces delays for road users and those using the crossing points. Short crossing times improve compliance with the signals and reduce the risk of pedestrians and cyclists crossing against a red light.

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 17th January 2014. The statutory consultation period ran from 17th January – 7th February 2014.

2.3 The responses received and officer comments are detailed in **Appendix 2**. On the basis of this analysis, it is recommended that the Order is made to:

- increase safety for those using the toucan crossing facilities;
- reduce delays for road users.

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

This project promotes cycling through creating a safer environment for cyclists.

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. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

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 consulted – County Councillors, the Police and the Emergency Services.

Public consultation included involvement with local schools, Parish Council and various interest groups, all of whom supported the proposal.

Notices were placed in the local press and were also displayed in the roads affected by the TRO. The proposal was also available to view at County Council offices. In addition, notices are also available on the County Council's website.

4.5 Localism and Local Member Involvement

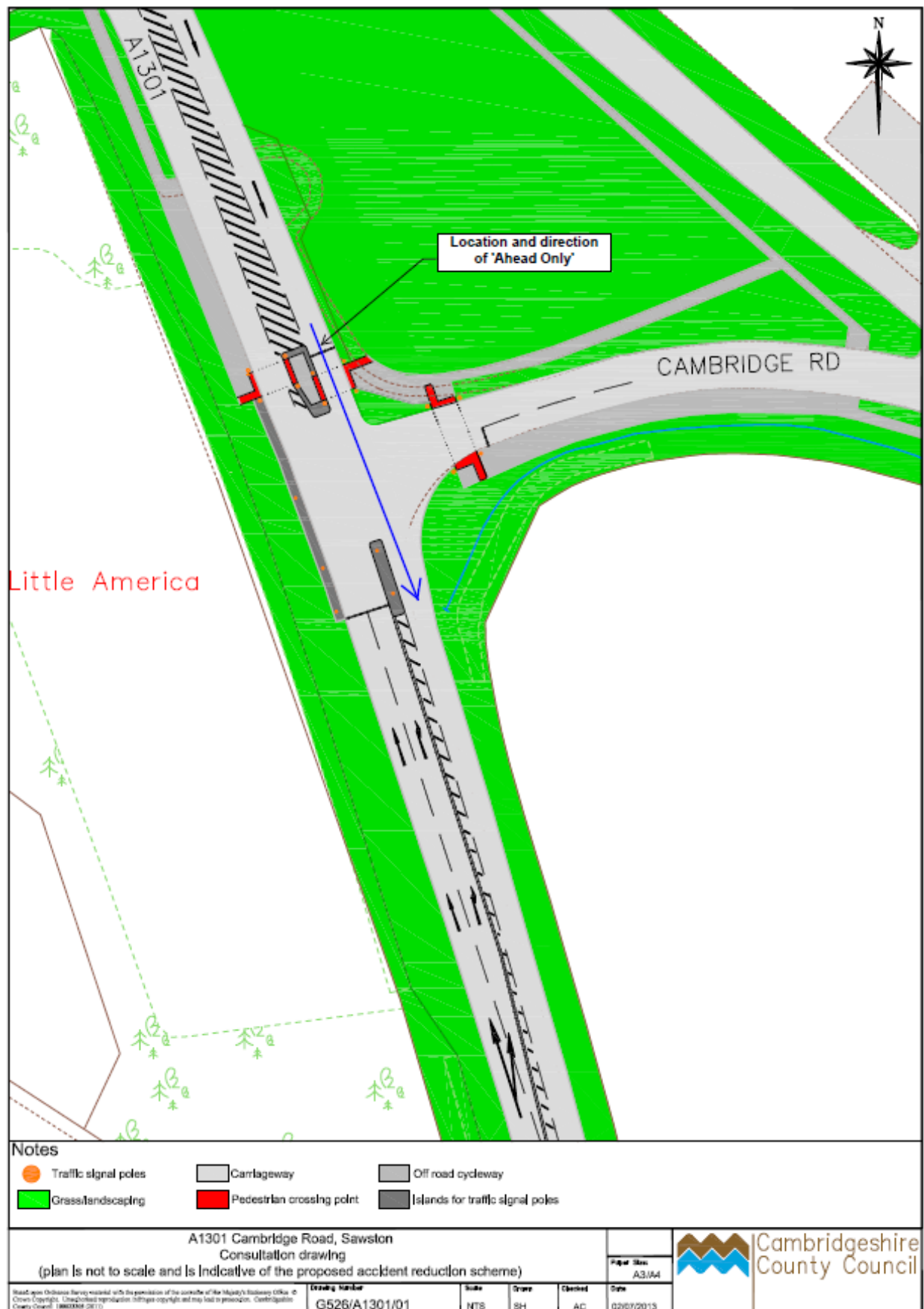
The local members have been involved throughout the development of this project and supported the proposal.

4.6 Public Health Implications

There are no significant implications within this category.

| Source Documents | Location |
|--|---|
| Consultation responses Draft Traffic Regulation Order Letters of objection | Room:209 Shire Hall Castle Hill Cambridge CB3 0AP |

Appendix 1 – PLAN OF PROPOSAL



Appendix 2 – RESPONSES RECEIVED

| No. | RESPONSE RECEIVED | OFFICER RESPONSE |
|-----|--|---|
| 1. | Objection to the 'ahead only' was received from one of the properties whose access is located just north of the A1301 / Cambridge Road junction. The respondent objects on the grounds of the resulting increased journey time to access Cambridge Road. | The scheme was implemented to reduce accidents and whilst we acknowledge that it creates inconvenient access for two properties, the wider road safety benefit is significant. The resulting access route to the two properties (please see plan included in Appendix 3), is approximately 750 metres longer and is via the A1301 Sawston Bypass into Mill Lane. |

Appendix 3 – EFFECT OF PROPOSAL ON NEARBY PROPERTIES

