

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
BASSINGBOURN ROAD, LITLINGTON**

To: Head of Local Infrastructure & Street Management
and Local Member representing electoral division
below.

Meeting Date: Wednesday 9th September 2015 1.30pm

From: Executive Director: Economy, Transport &
Environment

**Electoral
division(s):** Bassingbourn

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

Purpose: To determine objections to the installation of speed
control cushions on Bassingbourn Road, Litlington.

Recommendation: a) Implement the speed control cushions as
advertised
b) Inform the objector accordingly

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1. BACKGROUND

- 1.1** Litlington Parish Council successfully secured funding from the 2014/15 Local Highways Improvement (LHI) budget for the provision of speed control measures for the junction of Bassingbourn Road, South Street and Meeting Lane, Litlington.
- 1.2** The scheme seeks to address the speed of traffic entering South Street from Bassingbourn Road and similarly traffic entering Bassingbourn Road from Meeting Lane by providing two sets of speed cushions on Bassingbourn Road at the locations shown on Appendix 1.
- 1.3** Following comments received during the statutory consultation period and further discussion with the Parish Council it has been agreed that the cushion shown in the lay-by will be omitted. It is considered by the Parish Council to be unnecessary as the lay-by is rarely devoid of parked vehicles so there is little opportunity for vehicles travelling along Bassingbourn Road to use the lay-by as a means of bypassing the cushions in the main carriageway.

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 Royston Crow on the 14th April 2015. The statutory consultation period ran from 14th April 2015 until the 8th May 2015.
- 2.3** The statutory consultation resulted in three objections/representations, two of which have been resolved by further discussion with the project officer and thus withdrawn. The third remains and has been summarised in Appendix 2. The Officer response is also shown in the table.
- 2.4** On the basis of this analysis, it is recommended that the speed control cushions are implemented as advertised.

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 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

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 engaged including County and District Councillors, the Police and the Emergency Services.

Residents of properties along the length of Bassingbourn Road where the proposed cushions are to be installed were consulted for their views.

Notices were placed in the local press and were also displayed on the road where it is proposed to install the cushions. The proposal was available to view in the offices of South Cambridgeshire District Council and reception area of Shire Hall.

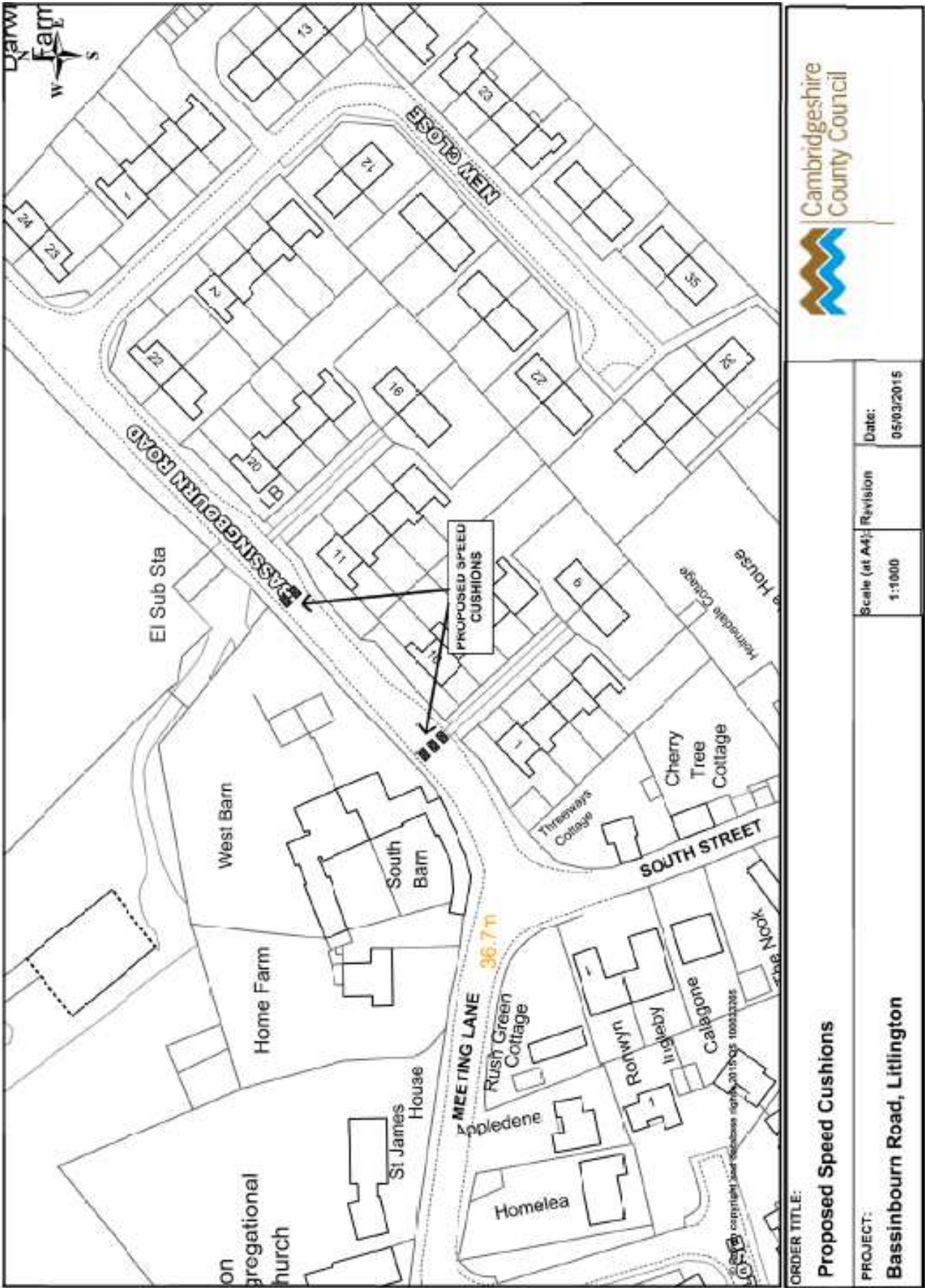
4.5 Localism and Local Member Involvement

The local County Councillor, Councillor Dent supports the scheme.

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 2 – RESPONSES RECEIVED

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p>Installing such speed cushions will create a lot of noise, especially during the evening/night. Why do the speed cushions have to be placed directly outside of houses 1-10? Can they not be installed further along or just before, perhaps between gardens 10 and 11, as this would cause less disruption to all of the residents.</p> <p>I also feel that the speed cushions will hinder the parking situation, which is already difficult enough, due to the lack of spaces.</p>	<p>The speed cushions are designed so that the axles of larger vehicles such as transit vans, buses and trucks can span them, this helps to alleviate the noise that could otherwise be generated by such vehicles negotiating the traditional round or flat topped speed humps. Speed cushions should be placed within 5m of an adjacent street light so that they are clearly visible to approaching traffic when it is dark; hence the locations of the cushions have been selected to reflect this. We also have to take into account the position of existing vehicular accesses and manhole covers within the carriageway when determining where they can be placed.</p> <p>Although it would be possible to park on or over the proposed speed cushion in the lay-by we have agreed with the parish council that this cushion is not necessary as the lay-by is rarely devoid of parked vehicles so there would be little opportunity for drivers to avoid the cushions in the carriageway by driving through the lay-by.</p>