

Agenda Item No:

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED
40MPH SPEED LIMIT ON HERNE ROAD, PONDERSBIDGE**

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

Meeting Date: 27th July 2020

From: Executive Director: Place & Economy

Electoral division(s): Pondersbridge

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

Purpose: To determine an objection received in regards to the
proposed extension of the 40mph speed limit on Herne Road,
Pondersbridge.

Recommendation: a) Approve the proposed 40mph speed limit extension as
advertised
b) Inform the objector accordingly

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Name:	Cllr David Connor
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1. BACKGROUND

- 1.1 The village of Pondersbridge is located on the outskirts of Cambridgeshire, it is part of the civil parish of Whittlesey, approx. 22.3 miles north-northwest of Cambridge and 5.9 miles east of Peterborough (Appendix 1). Herne Road is the street name for the B1040, which enters the village from the southwest and joins with Oilmills Road in the centre of the village (Appendix 2).
- 1.2 Herne Road, runs northwards from the village centre of Ramsey St Marys through Pondersbridge forming the main gate between the two villages. It provides a vehicular and pedestrian link between the villages (Appendix 2).
- 1.3 In an attempt to improve safety for all road users the parish council have proposed the implementation of a 40mph speed limit on Oilmills Road from a point 197m southeast of its junction with Ramsey Road to a point 450m southeast of the same junction; Herne Road from a point 261.5m south of its junction with Oilmills Road to a point 521.5m south of the same junction. The speed limit was proposed in conjunction with a notice of intention to install 2 pairs of speed humps on Oilmills Road, Pondersbridge; 1 pair to be approximately 92m south of its junction with Ramsey Road and 1 pair to be approximately 181m south of the same junction. (Appendix 3 and 4).
- 1.4 Funding for the proposed was secured through a successful Local Highways Improvement (LHI) bid by the Parish Council.
- 1.5 Whittlesey Parish Council have applied for the 40mph speed limit in combination with the speed humps for road safety reasons to reduce the chance of vehicle collisions, to make exiting and entering Pondersbridge village and other properties/businesses along this stretch of Herne Road and Oilmills Road safer, providing a smoother transition from the national speed limit of 60mph and the speed limit in the village of 30mph.

2. MAIN ISSUES

- 2.1 The Speed Limit Order (SLO) 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 Speed Limit Order (SLO) was advertised in the Peterborough Telegraph on the 19th March 2020 and the statutory consultation period ran from the 19th March 2020 to the 12th April 2020.
- 2.3 The statutory consultation resulted in one representation, which objected to the implementation of the 40mph Speed Limit on Herne Road. The representation is included in the table in Appendix 5, however, in the interest of data protection all representations have been summarised/redacted to omit identifiable information. The officer responses to each representation are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

There are no significant implications for this priority.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

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 third party funding.

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

The proposal seek to implement a 40mph Speed Limit and Speed Humps where is appropriate. An Equality Impact Assessment (EIA) has not been completed as the proposals are non-discriminate in nature and because consultation letters were sent to all those that would be directly affected.

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, Peterborough Telegraph, and the consultation was open for comments from the 19th March 2020 to the 12th April 2020. Notices were also displayed on site. Letters were also sent to nearby residents. The proposals were made available for viewing at Vantage House, Vantage Park, Washingley Road, Huntingdon, PE29 6SR in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

County Councillor Cllr David Connor was consulted. No responses were received.

4.7 Public Health Implications

There are no significant implications for this priority.

Source Documents	Location
Copies of written representations (redacted) received during the public notice period Draft Speed Limit Order	policyandregulation@cambridgeshire.gov.uk