

Report title: B1040 Hilton – Consider an Objection to Proposed Prohibition of Heavy Commercial Vehicles

To: Delegated Decision Meeting

Meeting Date: 14th February 2022

From: Executive Director, Place and Economy

Electoral division(s): The Hemingfords and Fenstanton

Key decision: No

Forward Plan ref: n/a

Outcome: To consider objections received in response to the publication of a proposal to introduce a full-time prohibition of heavy commercial vehicles on B1040 at Hilton.

Recommendation: a) Introduce the prohibition as published.
b) Inform the objectors of the outcome.

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1. Background

- 1.1 The proposal is a Local Highway Improvement (LHI) scheme, supported by Hilton Parish Council and the local County Councillor. The effect of this Order will be to introduce a prohibition of heavy commercial vehicles (HCVs) at all times on B1040 Potton Road and St Ives Road at Hilton, between Hemingford Grey/Fenstanton and Papworth Everard. The proposed restricted length of the B1040 is shown in Appendix 2.
- 1.2 At present that length of the B1040 is subject to a prohibition of heavy commercial vehicles, but only during the hours of 11pm and 7am. Other roads in the Hilton, Boxworth, Childerely, Conington, Elsworth, Fenstanton, Knapwell and Papworth Everard area already have a full-time prohibition of HCVs, which will be unchanged. The existing restrictions were introduced in December 2000. Should the current proposal be implemented the full prohibited zone would cover the area shown in Appendix 3.

2. Main Issues

- 2.1 When promoting restrictions of this kind there is a statutory requirement for the Council to publish a notice of proposals to inform interested parties. This process invites the public to formally object to or submit other representations on the proposals in writing within a minimum 21 day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.2 The TRO was published in the Hunts Post on 24th November 2021 and the statutory consultation period ran until 17th December 2021. A total of 122 written representations have been received, including one objection.
- 2.3 The objection was received from Community Roadwatch (UK), the full text of which can be found in Appendix 4.
- 2.4 The officer response to this is as follows. It is considered that now that the A14 upgrade works are complete, there is a more suitable alternative route that is no longer subject to congestion and passes fewer residential properties. The alternative routes do not result in significant extra mileage or increased journey times. Consequently, there is no further need for HCV traffic to travel through Hilton. Hence, it is reasonable to make the HCV restriction on the B1040 full-time as it is in the surrounding villages and other rural roads.
- 2.5 The objector supports the current overnight prohibition, which applies from 11pm to 7am. That part-time prohibition was introduced as a compromise in recognition of the fact that, at the time of implementation, the B1040 was an important route for HCV traffic travelling from north to south within the county, so needed to remain available to HCVs during the daytime. That is no longer deemed to be the case.
- 2.6 An alternative proposal put forward by the objector is that lorries be restricted to 20mph to reduce the noise and vibration caused by them. This would help, but at present it is not legally possible to introduce an enforceable 20mph limit for HCVs only. There has been some positive feedback about Mick George's lorry drivers observing the voluntary 20mph speed limit (mentioned by the objector) and that is to be applauded. However, they are a

local firm and it would be more difficult to achieve a high level of observance on a wider basis.

- 2.7 It would be legally possible to introduce a 20mph speed limit for all vehicles through Hilton. However, that would have to be assessed in accordance with the Council's agreed speed limit policy, so would need to be pursued as a separate project. 20mph limits are intended to bring about more general road safety benefits in built-up areas and are not commonly used to address specific issues associated with HCV traffic. Officers consider that limiting HCVs to 20mph would not have the desired effect of removing extraneous lorry movements through the village. In addition, such a proposal would probably not be acceptable to local people; a large number of whom support the published restriction.
- 2.8 In summary, it is felt that the proposal is a reasonable amendment to the existing restriction, given that a suitable alternative route exists. It is accepted that the proposed restriction will not eliminate all HCVs from Hilton as vehicles over 7.5 tonnes will still be permitted to enter the restricted area for legitimate access purposes, such as for deliveries. However, it is appropriate to give Hilton the same level of protection that other communities in the area enjoy.
- 2.9 The remaining 121 representations received, which are mostly from residents of Hilton, plus Hilton Parish Council, support of the proposal and raised the following concerns about the impact HCVs currently have on the village:-
- Noise, vibration and pollution.
 - Safety concerns, particularly related to vulnerable road users.
 - Vehicular conflict on some stretches of road due to the width of road.
 - Lack of footway on some lengths.
 - Damage to road surfaces and potential disruption to underground services.
 - Damage to listed buildings.
 - More HCVs use the B1040 through Hilton since the new A14 was built.
 - Better traffic routes are now available.

3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone
The following bullet points set out details of significant implications identified by officers:
- The present level of commercial vehicle usage of the B1040 through Hilton is of concern to local people.
 - The removal of extraneous lorry traffic will improve conditions for those living alongside the road and using it, so would improve their quality of life.
- 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 following bullet points set out details of significant implications identified by officers:

- Funding for these works has already been identified within the LHI scheme budget.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory process relating to the requirement to publish and consult on this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory consultees have been engaged, including County and District Councillors, Police and other emergency services.
- Notices were available to view online or by request.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Relevant Councillors were given the opportunity to comment as part of the statutory process.

4.7 Public Health Implications

There are no significant implications for this priority.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Positive

Explanation: The removal of through-routeing heavy commercial vehicles, many of which will have diesel engines, should improve air quality in Hilton.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Neutral

Explanation: n/a

Appendix 1 Public Notice

Public Notice

Cambridgeshire County Council (Various Roads, Hilton Area) (Prohibition of Heavy Commercial Vehicles) Order 20

Cambridgeshire County Council proposes to make an Order under the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of this Order will be to introduce a Prohibition of Heavy Commercial Vehicles at all times on B1040 Potton Road and St Ives Road at Hilton, between Hemingford Grey/Fenstanton and Papworth Everard. At present that length of road is subject to the same prohibition, but only during the hours of 11pm and 7am. The existing full-time prohibition on other roads in the Hilton, Boxworth, Childerely, Conington, Elsworth, Fenstanton, Knapwell and Papworth Everard area will be unchanged. Vehicles over 7.5 tonnes will be permitted to enter the whole restricted area for loading/unloading and other essential access purposes.

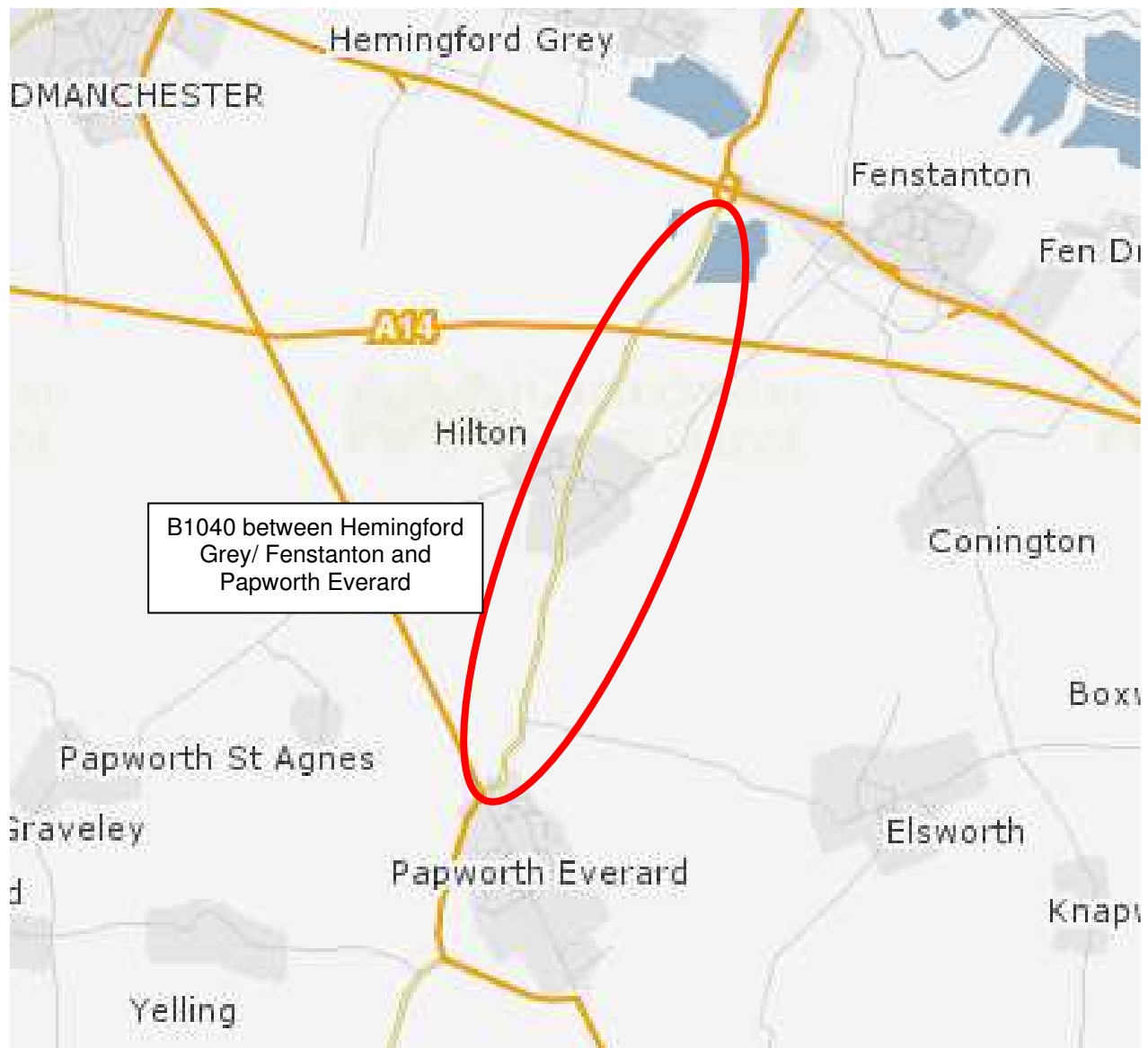
For further details, including a plan showing the restricted zone, of the above proposals please visit our [permanent traffic regulation orders page](#) and select PR0752. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

Objections to the above proposals, stating the grounds on which they are made, or any other comments must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by 17th December 2021 quoting reference PR0752. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

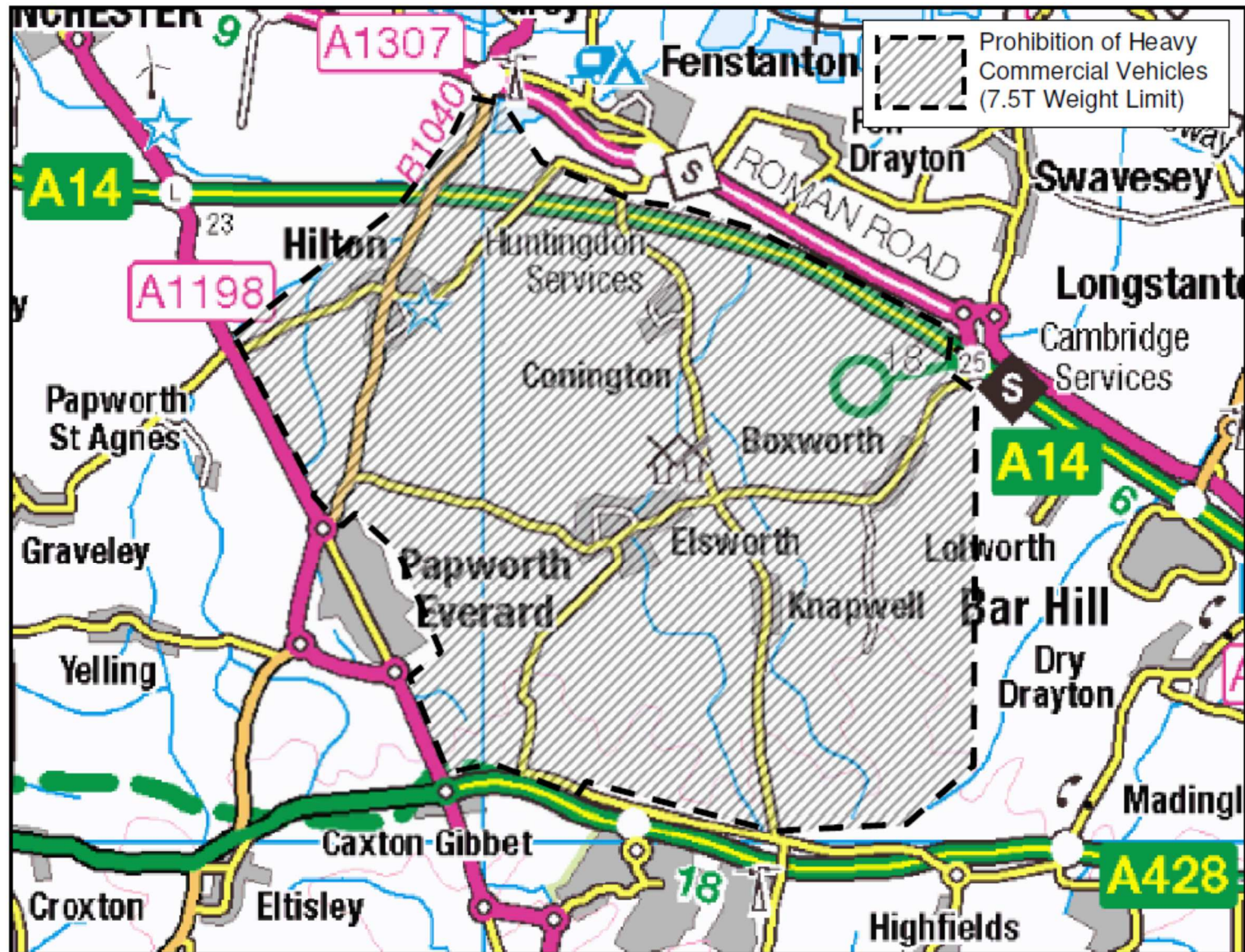
24th November 2021

Appendix 2 Relevant length of B1040 through Hilton



Appendix 3 Drawing showing full prohibited zone

Hilton Area Zone – Prohibition of Heavy Commercial Vehicle (7.5T Weight Limit)



Appendix 4 Objection from Community Roadwatch (UK)

OBJECTION TO PRO 752 – 7.5 ton 24/7 Weight Limit on Potton Rd, Hilton.

My Company, in general, justifiably objects to the 'needless' restrictions to travel that weight limit TROs impose on the cost of living and delays, leading to overheads, on operations by HGV companies.

'Needless' is a very specific word in this context because we believe PRO 752 is what should occur as **a 'last resort'** after all other viable solutions to HGV nuisance traffic transits have been exhausted – which they have not. So this TRO is not justified.

We do support the 2300-0700 7.5t limit because that – in general – by law, removes HGV's during the 'quiet hours' when transits would cause the most 'nuisance and concerns'. If it does not do that, then having a 24/7 TRO will not improve that situation and it should be addressed by the Police.

However, during the day is a different matter, where 7.5t and many lesser weight vehicles cause as much if not more noise, vibration and pollution (from exhausts, brakes and tyres) as 44t HGVs with better suspensions. So a 7.5t limit will not actually remove or indeed reduce the primary cause of the reason for this TRO – noise and vibration during the day or indeed overnight.

This HGV nuisance nor its solution is nothing new. In 2015, after complaints to us by residents whilst operating in Colne Rd, Somersham, we analysed the nuisance noise & vibration from 32t and 44t Mick George gravel lorries passing it, and with the cooperation of [REDACTED] the MGL Transport Manager we carried out some checks - with the residents themselves - doing the judging to discover that **HGVs at 20 mph do not create an unacceptable nuisance.**

Consequently, with [REDACTED] we created the 'Lorry 20' initiative, rigorously policed by us, whereby, his drivers would voluntarily observe 20 mph where a 'Lorry 20' sign was shown. That initiative has been adopted and is monitored by us in Willingham and also in Hilton where the residents of Potton Rd agree that it works but only for Mick George lorries So the solution, set by Mick George Ltd , is NOT an ineffective 7.5t limit but to ...

GET ALL LORRIES – IN FACT ALL TRAFFIC - TO DO 20 MPH ALONG POTTON RD WITH A PERMANENT MANDATORY 20 MPH LIMIT BEING IMPOSED END TO END ALONG THE EXISTING POTTON RD 30 LIMIT ESPECIALLY AS IT HAS CROSSING PLACES, A SHOP, A PUB, A ZEBRA CROSSING AND A BUS STOP (SCHOOL BUSES TOO) + JUNCTIONS ALONG ITS LENGTH AND A DANGEROUS CROSS-ROADS.