

APPENDIX 1:

Location of Grantchester relative to Cambridge



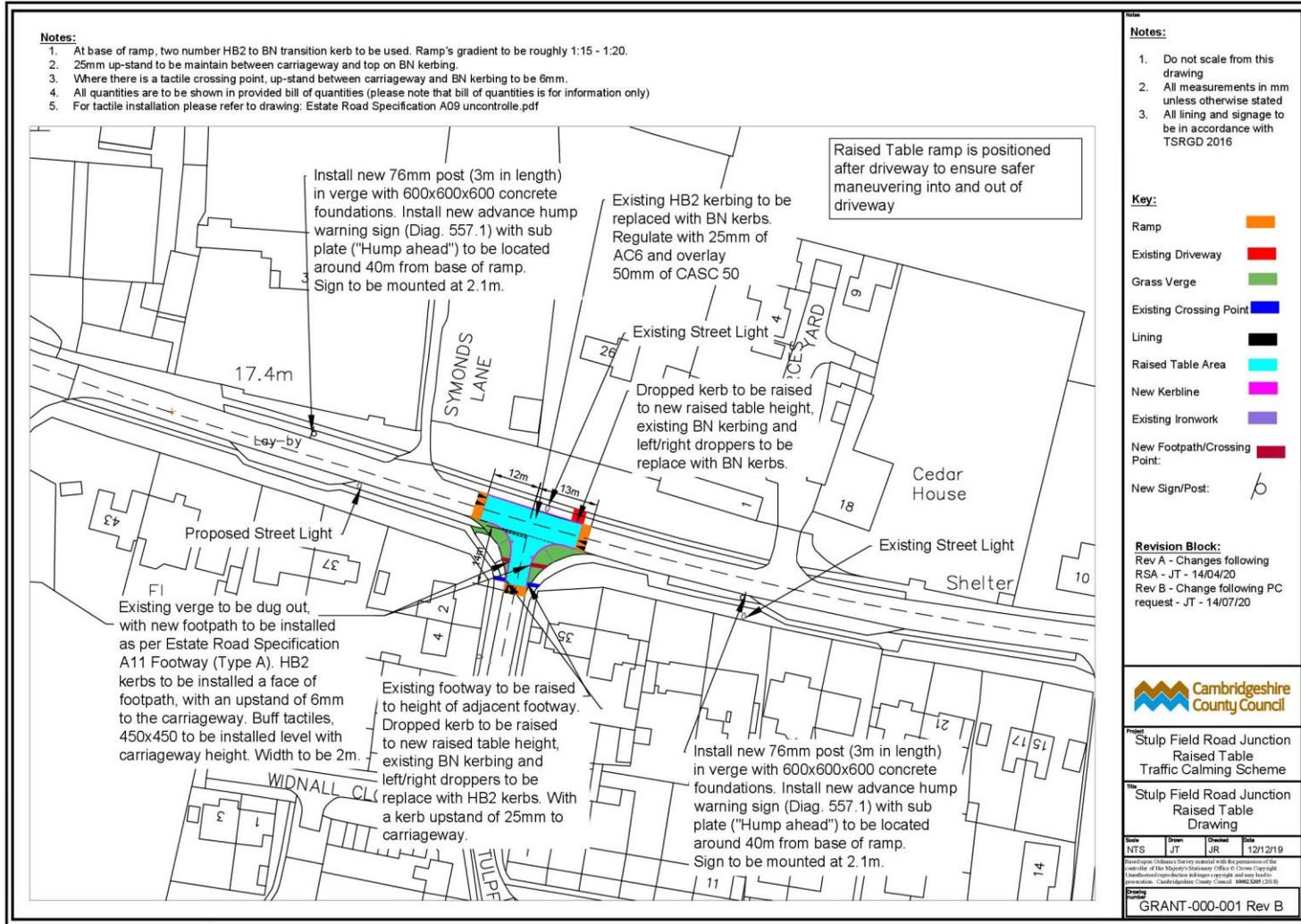
APPENDIX 2:

Location of Stulp Field Road and Coton Road in Grantchester



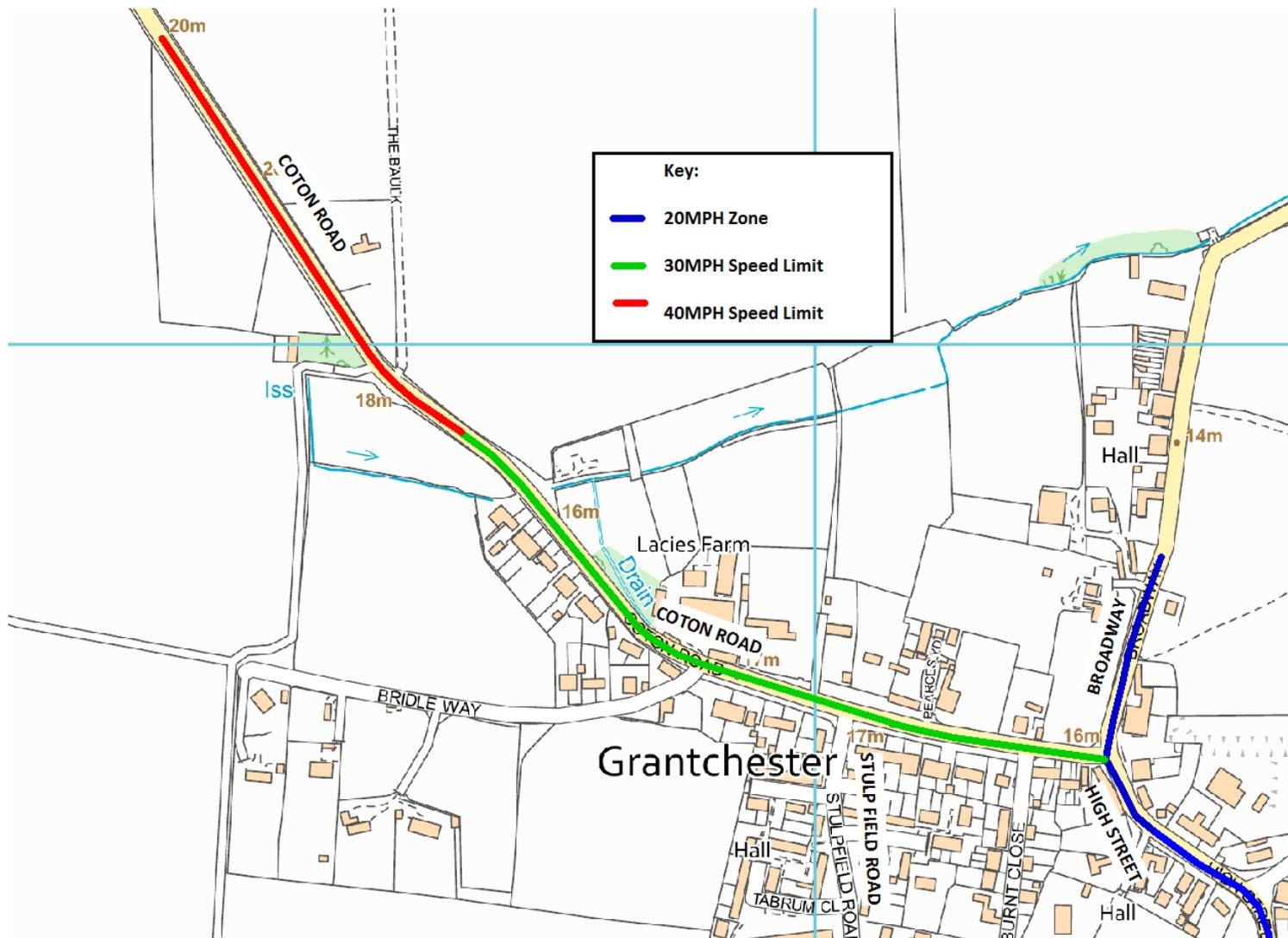
APPENDIX 3:

Proposed raised table in the junction of Stulp Field Road and Coton Road



APPENDIX 4:

Speed limits on Stulp Field Road and Coton Road



APPENDIX 5:

Note: To keep the report concise and avoid repetition, all comments that followed the same line of thinking were put together and summarized.

Comments objecting to the proposal

| No | Objection | Officer's Comments |
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| 1 | <p>Five members of the public manifested their concerns about the damages the raised table could cause to their vehicles.</p> <p>Speed platforms are therefore also problematic, not just speed bumps.</p> <p>Several raised tables in the Cambridge and South Cambridgeshire districts have been poorly designed and built far too tall for the design of today's cars. This will cause damage to residents' cars, even if they are going as slow as possible.</p> <p>The raised platform will cause damage to the suspension systems of all motor vehicles in Stulpfield Road and its feeder roads.</p> <p>Over time, these damages will compound, costing resident's excessive vehicle repair or replacement fees. As there is no other vehicular access to Stulpfield Road and the various other closes attached, the residents will have no choice but to choose to access their house or damage their cars which is unacceptable, particularly as there is a high elderly and disabled/reduced mobility population on Stulpfield Road.</p> | <p>The raised table has been designed to current standards and guidelines and will not cause issues for motorised vehicles nor wheelchair users to navigate. We have carried out a Stage 1 and 2 safety audits, which have not raised any issue of this nature.</p> <p>A raised table should not cause any issues with vehicles turning in or out of Stulpfield Road and will in turn help to reduce the speeds onto the approach to the junction.</p> <p>We have also changed the length of the ramp to be 3m rather than 2m (which was originally specified). This will help give vehicles a smoother transition onto the raised table and further prevent bottoming out.</p> <p>I would like to emphasise that to date we have installed a number of these raised tables, to this design recently, and we haven't received any complaints regarding issues navigating up / over them from members of the public. Some other recent schemes include Walpole Road in Cambridge and a similar scheme in Witchford.</p> |

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| | <p>Classic cars, made in the '70s are very low, as one car from 1970 with rear-end exhausts and twin pipes, and very low petrol tanks at the rear underneath. Cars like this would scrape the speeding platform upon crossing, even if it is installed at the legal height of 100mm. There were no speeding platforms on our roads when these cars were built.</p> <p>As someone who lived on the Stulfield estate for over 50 years and take these cars to outdoor shows regularly the installation of the raised table will cause damages to vehicles like the one described above, being valued at over £30,00 that will have to be claimed for the damages caused.</p> | |
| 2 | <p>The following point was raised by 3 members of the public.</p> <p>A considerable number of the residents of Stulfield Road and its feeder roads are elderly. And older people are more likely to be disabled than their younger counterparts. Probably, a substantial number of the people who might wish to respond to this consultation are elderly and less likely, by virtue of their age, to have access to electronic communication facilities or be confident in their use.</p> <p>Limiting participation to those who have electronic communication facilities and are confident in their use constitutes indirect discrimination on the grounds of both age and disability.</p> | <p>Our postal address and phone number were also included on the printed site notice. Therefore, there was three ways to participate in the public consultation.</p> |

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| | <p>All residents should be informed of any impending works in the village so that all can have a say in whether the proposition is acceptable, and what impacts they will have on their daily lives, not just those who live on the specific roads which are being directly affected.</p> <p>Please ensure that residents are clearly and directly informed of all future proposed road alterations, in good time, so that we can continue to keep Grantchester a beautiful and respected village.</p> <p>This is especially important since the introduction of the traffic calming priority chicane on the entrance into the village from the M11/Coton roundabout.</p> <p>This has been placed on a double-blind bend, and we have witnessed innumerable near accidents as people haven't been able to see around the corner and have been distracted by trying to navigate the chicane.</p> <p>We are disappointed by the poor planning which went into this measure and do not wish the junction of Stulpfield Road and Coton Road to be exposed to the same quality of planning and execution, particularly when any traffic calming measures in this area would impact the disabled residents so negatively.</p> | <p>Issues mentioned regarding the consultation and advertisement of the scheme are clarified below in Officer's response of objection number 5.</p> |
| 3 | <p>The following point was raised by 3 members of the public.</p> <p>We are Grantchester residents and object to the speeding platform in Grantchester. It is</p> | <p>The raised table is solely being funded by Grantchester Parish Council, and thus any concerns over necessity or funding would need to be raised to them.</p> |

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| | <p>unnecessary, and a waste of public money.</p> | |
| <p>4</p> | <p>The following point was raised by 4 members of the public.</p> <p>The greatest concern remains senior residents. Stupfield close residents have used motorised wheelchairs, and the speed platform would effectively block wheelchairs from exiting the area, severely reducing the mobility of residents.</p> <p>This area contains sheltered housing, and therefore it is likely that in the future residents will require motorised wheelchairs. With a speed platform barring the exit of the area, people will not be able to use a motorised wheelchair (which requires roadway access), even if the height of the table is reduced. This is unacceptable for sheltered housing.</p> <p>Secondly, as already noted, there are a substantial number of older residents in Stupfield Road and its feeder roads, many of whom have mobility issues.</p> <p>A large proportion of such persons go to considerable lengths to ensure that their property permits the ingress and egress of motorised wheelchairs by the removal of all ramps or other ground-level obstructions from the doorways to houses.</p> <p>This careful provision will be seriously negated by an unavoidable street ramp at the end of the road which will not only occasion needless damage to motorised wheelchairs but will</p> | <p>The raised table has been designed to current standards and guidance and will not cause issues for motorised vehicles nor wheelchair users to navigate. We have carried out a Stage 1 and 2 safety audits, which has not raised any issue of this nature.</p> <p>Traffic calming can work in benefit to disabled people, not least by the reduction in traffic speeds. With an inclusive design the raised table can assist wheelchair users when crossing roads.</p> <p>We will be providing a crossing point on the table to which will have a 6mm upstand to the carriageway, which will allow all vulnerable users to cross the area safely, please see below from Local Transport Notes (LTN) 1/07:</p> <p><i>'Since an upstand of more than 6 mm may interfere with the movement of people in wheelchairs, DfT advice (DETR, 1998b) is that, as far as possible a flush surface should be provided between the footway and carriageway.'</i></p> |

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| | <p>also make the junction notably more difficult for their users to negotiate.</p> <p>Motorised wheelchairs provide an important means for disabled persons to play an active part in society to which this development proposal if allowed to proceed, will act as a significant disincentive.</p> | |
| 5 | <p>The following point was raised by 3 members of the public.</p> <p>The Parish Council of Grantchester does not consult villagers when making these decisions. And, when it does, the meetings are all for a very small circuit of people and highlight the fact that a meeting of the residents of the Stupfield Close area was not made despite these residents being most affected.</p> <p>The government also recommended posting notice of the planned work visibly in the area, which was not done (a Christmas card is an inappropriate form of notice as it is easily discarded).</p> <p>It is likely that you have not received complaints due to the poor circulation of notice about the planned speed platform.</p> <p>Most members are new to the village, not voted on, but opted on. I believe they do not really know the village or its residents.</p> | <p>As this was a Privately Funded Highway Improvement (PFHI), all the informal consultation was carried out but Grantchester Parish Council, below is what they have carried out (as sent from them):</p> <p>“1) Annual Parish Meeting - this is where we discuss lots of village matters and ask for opinions on what the priorities should be for the Parish Council's time and any Parish funds. We hold the APM in the communal hall on Tabrum Close rather than the Village Hall to ensure that the community living on and around Stulpfield Road can easily access the meeting. Traffic calming was adopted as the village priority based on village votes in 2017. The Platform was a part of the discussion in 2018 and 2019 (it was specifically mentioned in the 2019 APM newsletter invitation). There was no in-person 2020 APM.</p> <p>2) Parish Magazine - this is a publication put together by the church. I am not sure of its circulation, though 'around half the village' as your correspondent claims, seems about right. There are also copies that can be looked at for free in the church and in the village reading room. The speed platform was mentioned in March, April, May, September, October, and November of 2019. In June 2020 there was a big piece about the speed platform, as well as a drawing of the expected look. Again, it was mentioned in</p> |

the magazine in September 2020, February, and March 2021.

3) Parish newsletter - this is something that I write on behalf of the Parish Council. It is distributed by email to most households, but by post to those without email access. Residents must sign up for it, but we think we reach about 3/4 of the village. We originally signed people up door to door, and each year we give the details in our Christmas card to encourage people to sign up. I do not have an exhaustive list, but the speed platform has been mentioned in most newsletters over the last 2 years. I wrote about it in May and September 2020 and in January of this year the newsletter talked about the Speed Platform and the TTRO.

4) Door-to-door letter drop - we deliver Christmas cards to residents each year (hand delivered to each door), often with a written insert. In 2019 this insert included mention of the speeding platform. An additional specific drop went only to those we thought were most immediately affected by it: the residents on the corners of the junction (September 2019).

5) Additional meetings - Concern about speeding and our discussions with Highways was high enough in 2018 that we had an additional meeting before the 2018 APM. This was a very rowdy meeting (I remember discussing it with you, James Toombs, soon after - if only because I was concerned that the APM you came to would be just as vociferous. It was not.) The outcome of this meeting, which was open to all but was particularly aimed at Coton Road residents, was that speed platforms were preferred - ideally instead of chicanes at the top of Coton Road (that didn't prove possible) and also at the junction with Stulpfield Road.

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| | | <p>Of course, we could have done more - and the note you received makes it clear that, shockingly, residents don't hold on to everything that they are told in long letters and emails. The delays and then the sudden start date doesn't help either: we gave a big update in May, and now, almost a year later, the build is going ahead. It's not surprising people have forgotten. But the decision to try a speed platform came from consultation in 2018. We lodged the PFHI application in late summer, 2019. This has been a long road (pun intended.)</p> <p>We have decided to carry out another formal consultation, to which site notices have been erected (Monday 12th April). This will be a 21-day consultation and all objections to the proposed works will need to send in writing to policy.regulation@cambridgeshire.gov.uk. All objections to the proposal, submitted to the aforementioned email address, will be dealt with via the appropriate channels prior to a decision being made on whether to progress the scheme or not.</p> <p>As you may have noticed, works had already been postponed as of Monday 12th April and will continue to be until the consultation has concluded.</p> |
| 6 | <p>The following point was raised by 4 members of the public.</p> <p>Stulpfield Road and neighboring roads form an extremely quiet residential area.</p> <p>There have been no reports of accidents on Coton Road, or events of people speeding within Grantchester. The only place people tend to speed is on Grantchester Road coming from the direction of Trumpington and on Coton Road close to the roundabout for the M11.</p> | <p>Over the course of the last 5 years (as far back as our data goes) there has not been a recorded accident at the junction of Stulpfield Road and Coton Road. However, this scheme has been put forward by Grantchester Parish Council as they feel that general speeds along Coton Road need to be reduced and this location is good to assist with this.</p> <p>Speed surveys were conducted by the Parish council in Coton Road. Data collected in those surveys indicated that the speed watch camera was triggered on various parts of the road, with vehicles circulating at a speed superior to 30MPH. A clearer response to this is given by a</p> |

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| | <p>Said so, the placement of the speeding platform on Coton Road is redundant.</p> | <p>member of the public in comment number 13.</p> |
| <p>7</p> | <p>The following point was raised by 3 members of the public.</p> <p>A more appropriate place to put the speed platform would be on the High Street by the Orchard Tearoom, as this is the area where multiple accidents have occurred over the years.</p> <p>There are two bad corners, one by the lane leading to the cricket field, and the other just before the entrance to the Tearoom. There have been car accidents, people and dogs knocked down at both areas as they are blind corners. Even at 20mph accidents can be fatal. Speed platforms at these two accident hotspots would be of great value and would not block elderly and disabled residents from access to the village.</p> <p>If additional speed controls are needed on Coton Road, we suggest that one-way traffic arrangements like those provided on Coton Road towards the western end of the village be replicated closer to the junction with Stulpfield Road. A possible solution would be to provide one such "obstruction" between Burnt Close and Stulpfield Road and another west of Stulpfield Road adjacent to Lacies Farm, providing for one-way traffic in each instance.</p> <p>Road safety at the junction could also be significantly improved by the inexpensive measure of extending the double-yellow parking restriction, already in</p> | <p>With regards to the placement of the traffic calming measure, this was decided by Grantchester Parish Council as they are paying for the scheme to be installed. If there are any issues with the location of the raised table, they will need to be raised with the Parish Council.</p> <p>The other issues raised will need to be discussed with Grantchester Parish Council. They can then address these with Cambridgeshire Highways and look to seek funding for them.</p> <p>We have gone with a raised table at the Parish's request, this is a privately funded scheme to which the Parish are fully funding. They carried out informal consultations and a raised table was the preferred approach. CCC had no objections to the installation of a raised table here and thus the scheme was design as such.</p> |

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| | <p>force at the end of Stulpfield Road, in both directions from the junction along the south side of Coton Road. At present vehicles are allowed to park right up to the junction which impedes sightlines for drivers, whether of motor vehicles or motorised wheelchairs, when they exit Stulpfield Road.</p> <p>The hazard is entirely avoidable by implementing the proposal just made. The present situation is particularly acute when, as frequently occurs, vehicles without a rear and side windows are parked close to the junction.</p> | |
| 8 | <p>The following point was raised by 1 member of the public.</p> <p>Speed bumps and raised tables are environmentally unfriendly, particularly if they are built over certain heights.</p> | <p>The raised table should not have a massive impact on the environment, as vehicles will be able to traverse the table at the current speed limit or below and therefore will not need to slow down or increase speed. The height of the raised table will be the standard of 75mm.</p> |
| 9 | <p>The following point was raised by 2 members of the public.</p> <p>The siting of a speeding platform will hinder the resident's driving, causing an unnecessary distraction. It will block drivers view, forcing the driver to focus predominantly on the speed bump rather than other users and pedestrians.</p> <p>This junction is the only place the school coach can safely turn around.</p> <p>The school coach uses the junction to turn around twice daily and the inclusion of a raised table will make it difficult and dangerous for the coach to do</p> | <p>Drivers should be focused on all aspects of the road and the installation of a raised table will not deflected concentration from pedestrians.</p> <p>The school bus should not be turning around in a junction mouth currently and should be finding a safe area to do such a manoeuvre.</p> <p>The raised table will be 75mm high which is the recommended standard height on Bus Route, to which Coton Road is. It will be around 25m in length on Coton Road as it takes it across the junction and 14m into Stulpfield Road.</p> <p>The ramps of the table will be between 1:15 and 1:20 to accommodate the transverse of buses, please see extract from LTN 1/07:</p> |

| | so, endangering the children on the bus and other road users. | <i>'Road humps constructed to the maximum permitted height (100 mm) have elicited comments from bus operators about passenger and crew discomfort and increased maintenance costs for vehicles. Some of these objections can be overcome by using humps with lower heights (75 mm) and shallower on/off ramp gradients (1:15), as recommended by the Department (see Chapter 4). Studies of traffic calming schemes using 75 mm high humps have found that they can provide large reductions in traffic speeds, and have been introduced with only a few adverse comments from the bus operators (Webster, 1995b; Webster & Layfield, 1996)'</i> |
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| Comments supporting the proposal | | |
| No | Comment | Officer's Comments |
| 10 | <p>The following point was raised by 3 members of the public.</p> <p>We are surprised that one villager's email submitted after the official consultation is enough to postpone an already very delayed set of works.</p> | <p>An objection was received from a resident regarding the raised feature itself, and the extent of the consultation carried out, we have subsequently investigated and feel it is best to postpone works temporarily to give people another chance to formally respond to the proposal.</p> <p>A second formal consultation was carried out. The with site notices have been erected (Monday 12th April). This was a 21-day consultation and all objections to the proposed works are included in this report.</p> |
| 11 | <p>The following point was raised by 5 members of the public.</p> <p>A correctly designed platform as found across the UK would not cause any damage to vehicles - nothing about the proposed location would suggest that a standard construction approach could not be used. The council should disregard complaints of potential damage to cars.</p> <p>In addition, as a long-standing driver of low-slung sports cars (mx5), it is a total fabrication to claim that the chassis might</p> | Noted. |

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| | <p>scrape - could only happen if you were going too fast or tires were deflated.</p> <p>If a car cannot go over speed bumps it is not suitable for the road.</p> | |
| 12 | <p>The following point was raised by 3 members of the public.</p> <p>It is immoral and disappointing that residents complain because of the materialistic concerns over cars and think that this is more important than safety for residents and visitors to the village, especially young children, of which there are many.</p> <p>The council will consider their decision on whether to proceed with the speed platform as a moral one and not pander to complaints of a minority of residents.</p> | Noted. |
| 13 | <p>The following point was raised by 9 members of the public.</p> <p>This platform has been long overdue and has been consulted on widely within the village already - and enjoyed strong support.</p> <p>Legal consultation was taken on by Highways, and I know that you advertised locally to ensure that people had an opportunity to respond.</p> <p>The Parish has given the Parish Council the support to go ahead with this scheme and we have been waiting a long time.</p> <p>The Parish Council has worked so hard to get a solution to this problem for the residents of the</p> | <p>I fully understand that these works have been planned for quite some time, and it is frustrating that we have now been delayed so close to starting the scheme. The new consultation started on the 12th April and will run for three weeks. Once this has closed, we will review objections and respond appropriately. All being well, we should be in a position to start on site in around four weeks' time.</p> <p>I will be keeping the Parish Council informed throughout this process, however if you have any further queries in relation to the above then please do not hesitate to contact me.</p> |

village and it is horrifying that someone can cause so much distress to other residents.

In recent years several activities had been taken to determine speed levels in this part of the village:

- two formal paid-for speed surveys to get data on the overall picture.
- several informal surveys recording the number of times the existing speed camera on Coton Road was triggered.
- six months of data from speed watch volunteers recording the number of times the speed watch camera was triggered on various parts of the Coton Road and in both directions.

The data from these various exercises clearly indicate that on average one in five vehicles on Coton Road have been exceeding the 30mph limit, in some cases by a considerable margin. Indeed, there have been some periods when more than one in five vehicles leaving the village have exceeded the limit.

You can confirm this for yourselves by standing at the Stulpfield Road junction with Coton Road for half an hour and recording the number of times the speed camera comes on.

These data were presented to the Parish Council at various times who consulted Highways. In turn, Highways recommended that a speed platform be installed as a priority along with some other measures. Some options were ruled out at this stage such as a zebra crossing.

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| | <p>Consultation with villagers has been extensive. The results of the various surveys have been presented in the Parish Magazine; the case for going ahead has been made on more than one occasion in the magazine, and the Parish Council has reported on reasons for the delays. Crucially the village was asked to vote on their priorities at an Annual Meeting of the Parish Council which was well attended. The proposed speed platform topped the lists by some distance.</p> <p>The numerous delays since then have been entirely outside the village's control.</p> <p>Given the extent of these consultations, I am at a loss to understand why further consultations are necessary.</p> | |
| 14 | <p>The following point was raised by 12 members of the public.</p> <p>The proposal will help to improve safety on a stretch of road in a village setting that sees comparatively high levels of through traffic in combination with relatively high levels of pedestrian footfall, including frail residents and young children - all of whom will be safer should the platform construction go ahead.</p> <p>A speed platform can make the roads much safer, and sadly people drive through the village far too fast.</p> <p>It is possible to hear the cars coming round the corner from the High Street onto Coton Road.</p> <p>This is possible because they do not slow down as taking the</p> | Noted. |

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| | <p>corner and their speed is sufficient for me to turn round yet again, view the sign which yet again is lighting up the 'slow down' message.</p> <p>Over the years several worrying 'near misses' happened caused entirely by elderly residents failing to judge the speed of oncoming vehicles. It would be very unfortunate indeed if a serious accident was to occur in the next few weeks whilst these partial and unnecessary further consultations are being undertaken.</p> <p>This has been an ongoing need over the past 10 years both to facilitate the elderly and young children crossing the road to the bus stop and to manage the dangers to people and animals of speeding through the village.</p> <p>Currently, it is very difficult to cross the road during rush hours, e.g. to reach the bus stop, especially for slower, elderly people, and many cats have been killed over the years by speeding drivers.</p> <p>A young child has been also knocked down on Coton Road a few years ago. The time has come to act, please.</p> | |
| 15 | <p>The following point was raised by 1 member of the public.</p> <p>The potential inconvenience is for a few, weighed against the potential benefits for many in terms of road safety for pedestrians as well as reduced pollutants in the village by speeding vehicles.</p> | Noted. |

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| 16 | <p>The following point was raised by 2 members of the public.</p> <p>We feel that further restrictions to prevent speeding are needed along this stretch of road and my understanding was that other people felt the same.</p> <p>I would like to raise the major issue of deterioration of both the central white lines and yellow lines from the Rupert Brooke Pub round to the Mill bridge.</p> <p>I see that the reinstatement of both white and yellow lines to this road (both High Street and Mill Way) will again help reduce the speed of vehicles through the village.</p> | <p>Any other traffic calming measures need to be raised to the Grantchester Parish Council as they are paying for the scheme to be installed, and they can then address these with Cambridgeshire Highways and look to seek funding for them.</p> |
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