

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED
INSTALATION OF A RAISED TABLE ON STULP FIELD ROAD AND COTON ROAD,
GRANTCHESTER**

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

Meeting Date: 17th of June 2021 at 11:am

From: Executive Director: Place & Economy

Electoral division(s): Harston & Comberton

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

Purpose: To determine objections received regarding the proposed installation of a raised table on the junction between Stulp Field Road and Coton Road, Grantchester.

Recommendation: a) Approve the installation of the raised table as advertised
b) Inform the objectors accordingly

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Cllr Michael Atkins
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1. BACKGROUND

- 1.1 Grantchester is a village and civil parish on the River Cam or Granta in South Cambridgeshire, England. It lies about two miles south of Cambridge (Appendix 1).
- 1.2 Coton Road is the main northern entrance to Grantchester, it brings drivers coming off Cambridge Road (A603) into Grantchester.

Coming off A603 into the village, vehicles drive on Coton Road by the National Speed Limit for approximately 800m, followed by a 40MPH buffer zone extending approximately 368m. Then, on Coton Road and adjacent roads the speed limit is 30MPH, approximately 536m, up to its junction with Broadway and High Street where the speed limit is 20MPH (Appendix 4).

Stulp Field Road is a residential street located in the centre of Grantchester, branching off to Coton Road (Appendix 2). Stulp Field Road has several adjacent cul-de-sacs and residential roads.

The properties along Coton Road and its adjacent roads are left with no traffic calming measures. The scheme has been put forward by Grantchester Parish Council as they feel that general speeds along Coton Road need to be reduced.

- 1.3 The scheme has been proposed / financed by Grantchester Parish Council.

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (TRO) is a statutory consultation process that requires that 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 10th of October 2020 and the statutory consultation period ran from the 10th of October 2010 to the 1st November 2021. An additional consultation period was open from the 12th of April 2021 until the 3rd of May 2021.
- 2.3 The statutory consultations resulted in 18 representations, 6 of which objected to the installation of the raised table and 12 of which were in favour of the installation of the raised table as advertised. All representations are 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 the representations 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 proposals seek to act as a traffic calming measure and to slow down the speed of vehicles in the junction. 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. Letters were also sent to nearby residents. The proposals were made available for viewing by request to the Policy and Regulation Team, and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The previously elected member County Councillor Cllr Lina Nieto; and the new elected member County Councillor Cllr Michael Atkins were 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 Traffic Regulation Order	policyandregulation@cambrdgeshire.gov.uk