

## Re. Permanent Traffic Regulation Order PR0861

In August 2022, Stapleford Parish Council submitted its comments in response to 'CCC/22/072/FUL: Proposed realignment of A1307/Haverhill Road junction'. It concluded that:

"Whilst Stapleford Parish Council welcomes safety improvements at the junction of Haverhill Road and A1307, the planning application seeking to achieve this is over-engineered for its rural location, introduces a significant amount of light pollution in an environmentally sensitive area of otherwise comparatively dark skies, and does not fully consider the impact of the junction's realignment on diversions through the wider neighbourhood. It also misses the opportunity to tackle speeding and parking issues along Haverhill Road.

Stapleford Parish Council submits that clearer crossing points for active travel, and minor road and junction redesign to reduce traffic speed and enforce compliance, could achieve similar benefits to this far more expensive proposal."

Notwithstanding these comments and its overall rejection of the proposed scheme, the Parish Council's views are now being sought about associated speed limit amendments, as listed in PR0861. The main components of these amendments and the Parish Council's responses are set out below.

### **1. Introduce a new 40mph speed limit on the A1307 from just north-west of Haverhill Road, Stapleford south-eastwards to beyond the Wandlebury Country Park access.**

The Parish Council has previously submitted that the proposed new road layout in this location has been principally designed to offset the impact on vehicles of not being able to turn right out of Haverhill Road or Gog Farm Shop onto the A1307, rather than the needs and safety of vehicles and active travel users entering and leaving Wandlebury Country Park. We are also greatly concerned by the findings of the transport study conducted in response to CCC/22/072/FUL on behalf of Cambridge Past, Present and Future. These concerns have not been satisfactorily addressed. However, should the changes set out in CCC/22/072/FUL be approved, the Parish Council would support a new 40mph speed limit in this location.

### **2. Introduce a new 50mph speed limit on the A1307 from the Wandlebury Country Park Access south-eastwards to the existing 50mph speed limit near Copley Hill Business Park.**

The Parish Council rejects the proposed new road layout in this location for reasons stated above. However, should the changes set out in CCC/22/072/FUL be approved, the Parish Council would support a new 40mph speed limit in this location.

### **3. Introduce a new 40mph speed limit on Haverhill Road, Stapleford from the A1307 for a short distance.**

The Parish Council rejects the proposed new road layout in this location for reasons made clear in its response to CCC/22/072/FUL on 18 August 2022. However, should the changes set out in CCC/22/072/FUL be approved, the Parish Council would support a new 40mph speed limit in this location.

**4. Introduce a new 50mph speed limit on the remaining length of Haverhill Road to meet the existing 40mph speed limit close to Stapleford village.**

Stapleford Parish Council objects. Whilst we recognise that any reduction in speed limit along Haverhill Road would be beneficial, we are disappointed that Cambridgeshire Constabulary continues to oppose a sensible speed limit here because it cannot police the road.

This particular proposal of PR0861 would mean that a vehicle driving towards Stapleford village on the A1307 would first reduce its speed from 50mph to 40mph when approaching the junction with Haverhill Road; then increase to 50mph after passing the entrance to Magog Down carpark on Haverhill Road; then reduce again to 40mph after 1mile and then to 30mph upon entering Stapleford village. If turning immediately right into Gog Magog Way, drivers would face a further speed reduction to max. 20mph. Such multiple speed limit changes on a stretch of road 2miles in length, taking approx. 3 minutes to drive by car, are confusing, dangerous and unlikely to be adhered to in the absence of speed control measures.

If the speed limit on the A1307 around the junction with Haverhill Road is to be reduced to 40mph then we emphatically request that the same speed limit is applied to the full extent of Haverhill Road until it reduces to 30mph just outside Stapleford village. The Parish Council has set out this argument multiple times in the past, most recently in our response to the consultation in Nov 2021 which preceded CCC/22/072/FUL. We will reiterate our views again:

1. The road is unlit and narrow, has multiple deep 'runnels' on either side (albeit partly infilled of late) and no road markings, and several residential driveways coming off it. It is inexplicable how a 40mph max. speed limit can be proposed for a wide, well-lit and segregated A1307, yet much of Haverhill Road is considered appropriate for the national speed limit.
2. The path (used by cyclists, pedestrians and equestrians) along the south side of Haverhill Road is narrow and unmade, with notable potholes, mud and stony outcrops. Users must move onto the verge or into the road to pass each other and other obstacles in their way. As such, vehicles going past them at 60mph pose a very real danger. The path is extremely well-used, being the shortest non-driving route from Stapleford and Great Shelford to Magog Down and Wandlebury Park.
3. The proposed increase in speed from 40mph to 50mph comes just before the driveway to Magog Cottages and Stapleford Parish Pit. Vehicles will, therefore, be accelerating just at the point where homeowners and visitors to the Pit will be leaving their access road.
4. The surface of Haverhill Road is sufficiently poor that cyclists are forced into the path of oncoming vehicles to avoid potholes and deep runnels alongside the verge. With a lack of street lighting and road markings on such a narrow road, a 50mph max. speed limit is extremely unsafe.
5. Multiple speed limits give rise to increased vehicle emissions. In contrast, smoother driving, with fewer accelerations and decelerations, generates fewer particulate emissions from tyre- and brake-wear. In the environmentally sensitive area of Magog Down, this is something which we are very keen to achieve, and there would be health benefits to pedestrians, cyclists and equestrians sharing the route. Additional

health benefits of reduced max. speed limits come from the associated rise in non-motorised users on safer roads.

6. Haverhill Road is a local rat run between the A1301 and A1307, and vice versa, frequented by cars, farm vehicles, delivery vehicles and heavy lorries. The volume of traffic travelling at 50mph during busy periods would be dangerous and jeopardise other road users' safety.
7. Some visitors to Mago Down park on the verge along Haverhill Road rather than in the pay-to-use car park, and park there after dark when Mago Down car park is closed, which further reduces road width and visibility. Often, multiple cars are parked on the verge for much of the day.
8. Should the proposed CSET guided busway gain planning permission, further changes to the max. speed limit along Haverhill Road will be needed to accommodate buses crossing the road every few minutes. A reduction in speed limit to 40mph on Haverhill Road until just outside the village would reduce any need to make significant changes again at a later date.