



TRAFFIC CALMING IN FOWLMERE

PLEASE READ AND RESPOND BY 17th NOV

Dear Resident,

You may remember that the Parish Council carried out a survey in December 2018 about a proposed scheme for traffic calming in Fowlmere, for which we were applying to Cambridgeshire County Council for financial support under their Local Highways Improvement initiative. Over 80% of Fowlmere households who responded were in favour of our proposed scheme. The County Council panel assessing applications were very impressed with our proposal, and the support shown by the village, and awarded us the maximum amount allowable under the initiative.

Since then, we have worked closely with staff from the Highways Department to refine the scheme, including holding a number of site visits with them. We have now put together a detailed scheme for the village, which takes into account the complex rules governing where speed limits and traffic calming measures can be placed. As we promised, we are again seeking your views on it. We have summarised the scheme below, and there are more details on the attached map. We have also put together a set of 'Frequent Questions and Comments' that we hope will be helpful.

The Parish Council unanimously supports the scheme. If we don't go ahead with it, the funding we have been awarded is expected to lapse. We would then have to reapply for funding, which would not be guaranteed and implementation would not start until at least 2 years from now, if at all.

However, we are keen to make sure that residents still support the scheme, so **PLEASE EITHER:**

- Complete our online survey at www.surveymonkey.co.uk/r/NGV2N8Q
- or
- Return this form to indicate your preference

To make the survey more rigorous, please only reply once per household. We've asked for your address to help us know we just get one reply per household, and we won't keep a record of those.

Thank you for your help.

Fowlmere Parish Council

October-2019

Please complete online at www.surveymonkey.co.uk/r/NGV2N8Q

Or respond to the following questions

1. This household:

- A) Supports the proposed traffic calming scheme
- B) Neither supports nor is opposed to the proposed scheme
- C) Is opposed to the scheme

[Please either circle the one that applies, or delete the two that don't]

2. If you support the scheme, but have suggestions for improvements (bearing in mind the topics discussed in the Frequent Questions and Comments) please indicate those below.
If you are opposed to the scheme (C), please also indicate why below.

.....

.....

3. Please confirm the household you are responding on behalf of
(this information is to allow us to ensure we count only one response from each household, and will not be retained)

Address:

Postcode:

and return to one of the following addresses before 17th November 2019

Chris Howe, Lantern House, Long Lane, Fowlmere, SG8 7TA
Lawrence Wragg, Clifton House, High Street, Fowlmere, SG8 7ST

The scheme:

Most of the village will be covered by a 20 mph limit.

There will be:

(i) speed cushions (like those in Newton) or humps (which go across the whole width of the road) on Cambridge Road, London Road, and Long Lane. Part of the lay-by opposite Pipers Close will be removed, as drivers are likely to use it to avoid a speed cushion to be sited there. However, some of the lay-by will be left, so vehicles will still be able to park there.

(ii) a 40 mph 'buffer zone' (i.e. between the 30 mph limit and the 60 mph national speed limit) covering the entrance to Appleacre on the B1368. (We are also pressing for a 40 mph buffer zone on Chrishall Road past the entrance to the Village Hall.)

(iii) lined road markings and 20 mph signs in a number of locations, which encourage drivers to slow down.

(iv) a refuge island in the High Street near the Chequers, as this is a wide road and vulnerable pedestrians may take time to cross.

The speed indicating device and Speedwatch will continue to be used.

The attached map is also available on the parish notice board and on the Fowlmere PC website at: <https://www.fowlmereparishcouncil.com/parishinformation>

FREQUENT QUESTIONS AND COMMENTS

Why not use 'Give way' signs and road narrowing instead of speed cushions/humps?

Give way signs and narrowing work effectively only when there is a constant flow of traffic in both directions. They wouldn't be suitable in Fowlmere.

Why use speed cushions in some places and humps (across the whole width of the road) in others?

Speed cushions are the preferred option, as they are less problematic for the emergency services. However, they require a minimum road width, and Long Lane is not wide enough in some places, so humps are needed there.

Speed humps/cushions cause increased noise/pollution, and I don't like where you are placing them.

They may, although views differ. However, speeding traffic also causes increased noise, and sadly we know that it is dangerous. The proposed locations are based on site visits from the County Council Highways experts and take into account regulations on visibility, proximity to dwellings, driveways etc.

What determines the number of speed cushions/humps?

For the 20 mph zone to work, the speed calming measures need to be sufficiently close to each other for vehicles not to speed up unreasonably between them.

Why not alter the junction at the War Memorial?

We have looked at this. Doing anything useful (e.g. extending the pavements to force traffic to slow down) would be very expensive. We hope that slowing traffic on the approaches to the War Memorial will make it safer. However, we will keep monitoring it.

Why not extend the 30 mph zones, for example to the crossroad to Foxton or at Appleacre, and/or why not put in a 40 mph buffer at the Foxton crossroads?

There are official criteria that determine what the limit can be at a given location, including things like housing density, and a requirement not to have too many changes in limit in a given stretch of road. If those criteria aren't met, the speed limits would not be legally enforceable (the courts would find in favour of a speeding driver), and people would be able to speed without being punished. We have pressed the Council Highways staff hard on this.

Can there be speed cushions beyond Appleacre?

Unfortunately not, because of criteria such as visibility, distance from bends. Again, we have pressed the Highways staff over this, but without success.

Heavy lorries are also a problem.

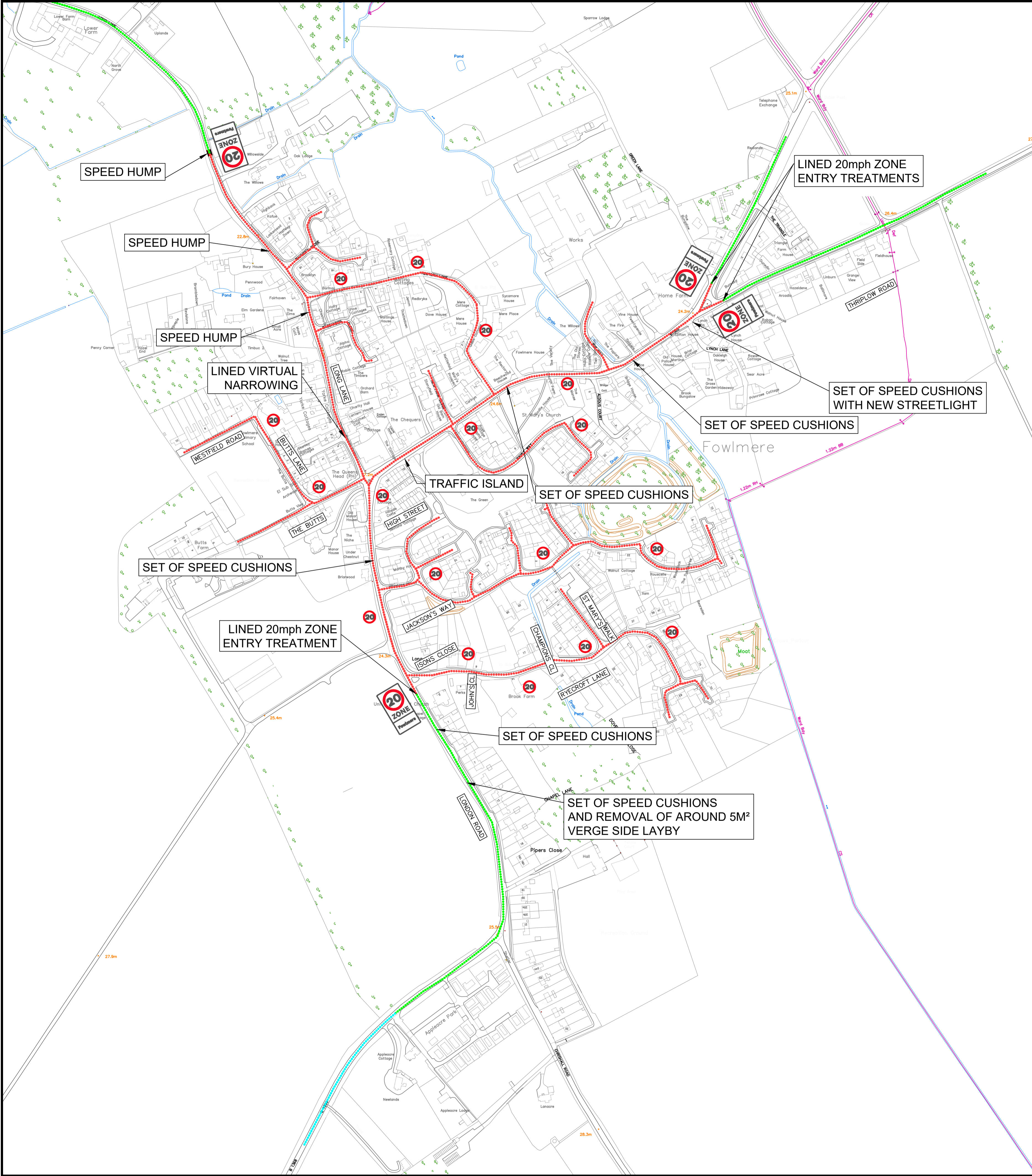
Yes. We hope that the traffic calming will discourage a lot of heavy vehicles that use the village as a 'rat-run'. We are also looking at trying to get weight restrictions, but are advised that this should be handled separately from the speeding problem. However, we would be unlikely to get weight restrictions on a B-road (B1368 Cambridge Road - High St - London Road), even though there is the Tunnel under it near the War Memorial. We may be more successful in Long Lane, which is not an A- or B-road.

Will the Community Charge increase as a direct result of this?

No. The County Council gave us the maximum grant possible towards it. The rest will come from reserves that the Parish Council has accumulated for an important project such as this.

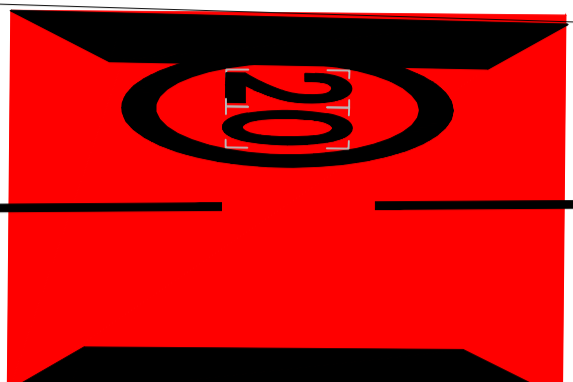
What happens next?

We will forward any comments to the Highways staff who have drawn up the scheme, who will assess them and see if changes should be made. Assuming there is strong support from the village, the Highways staff will proceed to a Road Safety Audit (which should not be a problem, given the detailed preparation that has gone into the scheme). There is then a formal consultation (i.e. notice in the press), and after that the scheme will be put into action. If the village does not support the scheme, we would have to start again from scratch, but any alternative scheme may not be recommended by the Highways staff, or secure funding from the County Council.




PROPOSED LINED 20mph ZONE ENTRY TREATMENT

Lined 20mph zone entry treatment designed to highlight the entrances to the 20mph zones. This includes red surfacing, 20 mph roundels and thick edge lines to visually narrow the road creating a virtual narrowing.




PROPOSED BOLT DOWN SPEED CUSHIONS

A speed cushion is a short, raised, rounded device, normally in the centre of a road lane. Speed cushions are designed to be slightly wider than a car, so car drivers need to slow down and drive over the centre of the speed cushion to reduce discomfort. Buses are wider than cars, so they can drive over speed cushions without passengers feeling anything. In Cambridgeshire, speed cushions are normally 1.65 and made of rubber cushions because they have reduced costs and require less maintenance. The locations of the cushions are dependent on a number of factors including proximity to driveways, road widths and street lighting.




PROPOSED ASPHALT ROUND TOP SPEED HUMP

Speed humps have a short rounded top which is typically 75mm high. The ramps either side are painted with white arrows to make them more obvious to motor vehicle drivers. The aim of the speed hump is to slow motor vehicle traffic to a safe speed, as the ramps become uncomfortable for vehicle drivers if they are driven over too fast. Speed humps are spread across the entire width of the carriageway making them an effective traffic calming measure for all motorised vehicles. The locations of speed humps are dependent on a number of factors including proximity to driveways and street lighting.



PROPOSED RUBERISED REFUGE ISLAND

Option B would be to install a pedestrian refuge island (as pictured below). This is the same as the traffic island but includes a tactiled area. This is designed to allow pedestrians to more safely wait whilst crossing a wide road. It is beneficial towards more vulnerable road users, such as the elderly and children, as it enables them to stagger their crossing of a wide road. Kerbs are dropped at both sides of the road, with tactile paving where the pavement slopes towards the road, to indicate that this is a safer crossing point for pedestrians.



Notes

- Do not scale from this drawing
- All measurements in metres unless otherwise stated
- Locations are indicative and not finalised
- Type of traffic calming feature is preferable to CCC going forwards but alternatives can be looked into

Key:


Existing 30mph Speed Limit to Remain as a Buffer Zone ●●●●●●●●

Proposed 20mph Zone ●●●●●●●●

Proposed 40mph Buffer Zone ●●●●●●●●

Location for 20mph Repeater Sign and Roundel 20

Date	Ref.	Revisions



Project
30CPX03060
Fowlmere PC
LHI 19-20

Title
Informal Consultation
General Arrangement
Drawing

Scale	Drawn	Checked	Date
NTS	JT	JOD	14/08/19

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