

Objections associated with the proposed double yellow lines, traffic calming and 20mph/40mph speed limit in Harston

To: Delegated Decision Meeting

Meeting Date: Thursday 30 July 2026

From: Service Director of Greater Cambridge Partnership (GCP)

Electoral division(s): Sawston and Shelford

Key decision: No

Forward Plan ref: n/a

Executive Summary: To consider objections to three TROs in Harston: the proposed double yellow lines from the GP Surgery to Church St junctions with the A10; traffic calming throughout the village; and a 20mph speed zone through the village ending at the bridge on Haslingfield Road. The decision-makers are also being asked to decide whether to implement the three TROs.

Recommendation:

- a) Approve the installation of double yellow lines from the GP surgery in Harston to the point where Church Road junction meets with the A10.
- b) Approve the installation of traffic calming through Harston village.
- c) Approve the 20mph speed zone through the village with a 40mph gateway on the Haslingfield Road.
- d) Inform objectors of the outcome.

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1. This report relates to the Council's Ambition 2 – *Travel across the county is safer and more environmentally sustainable*. The proposed TROs will reduce traffic speeds and obstructions throughout the village creating a safer, more inclusive environment for cycling, walking and wheeling. The installation of double yellow lines will create better visibility for drivers as well as potentially decreasing congestion due to improved traffic flow.

2. Background

- 2.1. The creation of an extensive 150km network of Greenways is part of a strategy to better connect facilities within local areas and enable wider distance commuting by active travel modes. This includes ease of active travel commutes into Cambridge City Centre from the surrounding villages and settlements within South Cambridgeshire. The implementation of the Greenways will reduce traffic congestion and contribute towards improved air quality and better public health. The significant programme also provides opportunities for countryside access and leisure. The Greenways form part of the agreed programme for the Greater Cambridge City Deal, as such these projects are governed by the Greater Cambridge Partnership (GCP) Executive Board through delegated powers of Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council.

- 2.2. Greenways are sustainable travel corridors which are intended to make active travel in Greater Cambridge both safer and easier for all abilities. The development of these corridors focuses on the improvement of existing corridors and the development of new corridors, which will deliver a more connected and cohesive active travel network in Cambridge and South Cambridgeshire.
- 2.3. As part of the development of the Greenways, Traffic Regulation Orders (TROs) are required to legally enforce new transport elements on the Highway. The GCP Executive Board has agreed for each Greenway to take forward the required TROs to deliver the agreed designs. As part of the TRO process, a statutory objection period is held. In order to overcome the objections and deliver the project, a decision is required by a senior officer at the GCP and local ward members (councillor). This is a delegated decision via the Executive Board to the Service Director of the GCP.
- 2.4. In March 2023, the GCP Executive Board approved the Outline Business Case for the Melbourn Greenway to progress to Detailed Design Stage: [Document.ashx](#) (March 2023). The Melbourn Greenway is an approximately 10-mile route that runs from Trumpington in southwest Cambridge to Royston via the A10. A key benefit of the scheme is the links it provides to villages such as Harston and Shepreth along the route.
- 2.5. As part of the delivery of the Melbourn Greenway, there is a legal requirement to advertise and consult on a Traffic Regulation Order (TRO), which is needed to record and identify changes in the highway. The village of Harston will be benefitting from a range of transport interventions to improve the space in the village for walking and cycling. This includes the implementation of double yellow lines and speed reduction measures such as 20mph speed zones and road humps.
- 2.6. Double yellow lines outside the GP surgery in Harston have been requested by Harston Parish Council due to congestion along Church Street, with cars stopping outside the surgery, and visibility concerns with cars approaching from the A10, where there is a bend in the road.
- 2.7. The implementation of a 20mph speed zone and the installation of traffic calming through the village are important for creating a safer and more inclusive environment for walking, wheeling and cycling.
- 2.8. PR1178 and PR1179 were advertised on the 3rd December 2025 and the statutory consultation period ran from the 3rd December 2025 until the 7th January 2026. PR1180 was advertised on the 5th December 2025 and the statutory consultation period ran from the 5th December 2025 until the 7th January 2026.

3. Main Issues

Outcome of TRO Consultation

3.1. The responses to the TROs are set out below alongside the key issues raised, which are included in Table 1 below

- **PR1178 Installation of double yellow lines, Harston**
9 total responses: 3 positive, 2 neutral, 4 objections
- **PR1179 Installation of traffic calming along Church Street, Harston**
8 total responses: 5 positive, 0 neutral, 3 objections
- **PR1180 Proposed 20mph speed zone and 40mph speed limit buffer, Church Street and Haslingfield Road, Harston**
10 total responses: 9 positive, 0 neutral, 1 objection

Table 1 – Double Yellow Lines, Harston TRO Objections

PR1178 Installation of double yellow lines, Harston - Objections

Objections	Officer's Comments
As a patient of the GP surgery, I am often forced to park on the road as there is insufficient space in the GP car park.	It is proposed that parking will be prohibited towards the eastern end of Church St, however, most of Church St is uncontrolled and will remain so. Harston Neighbourhood Plan looks at opportunities to expand parking on Church Street.
Why were the residents of Newton not consulted as they form part of the GP surgery catchment?	The scheme does not extend to Newton. It is difficult to ascertain catchment areas for every amenity, business, or service within any proposed scheme. However, the TRO consultation is open for all residents in Harston and neighbouring areas to respond. The need for double yellow lines has also been discussed and advertised by Harston Parish Council.

Active or sustainable travel to the surgery is not possible.	The proposal will support active travel in the area removing a potentially hazardous bottleneck. The proposal will also increase visibility making the area safer for all road users.
Discontinuous double yellow lines are preferred.	The proposed scheme improves safety in the area and takes into account a bend where visibility is limited. Discontinuous double yellow lines would therefore not be effective in improving visibility.
Insufficient parking in the area, wholesale introduction of parking restrictions will disadvantage people living or visiting the area and displace existing parking to other areas that may be inappropriate.	Parking in the area is potentially dangerous. Wholesale prohibitions are not being proposed, most of Church St. is left uncontrolled in areas where on-street parking will allow better visibility.
Parking should be regulated to prevent unnecessary obstruction at peak times only.	Such a measure would be difficult to enforce and would not address visibility issues.
Parking will be displaced further to areas that are inappropriate	There will always be an element of parking displacement, however the scheme eliminates dangerous parking on a bend with low levels of visibility.

Table 2 – Traffic calming Church Street, Harston TRO objections

PR1179 Installation of traffic calming along Church Street, Harston – Objections

Objection	Officer's Comments
Traffic calming bumps make matters worse, cause more congestion & cost money	Traffic calming reduces vehicle speeds and improves safety – which is the primary concern of the GCP.
The road is unsuitable for the amount of traffic using it, lorries should be limited.	It is difficult to limit the number or the size of lorries passing through the area as it is the only route to the Button End industrial estate.
Constructs will cause noise and vibrations especially by HGVs.	Sinusoidal speed humps are being proposed, which reduce noise levels of vehicle traversing over them. Studies show

Buildings will be damaged as a result, there are listed buildings on the road.	that the noise from a sinusoidal speed hump is no louder than two people having a conversation on the street. These constructs will improve safety on the highway and reduce speeds to ensure that speeds are compliant with the new 20mph speed zone. No evidence has been shown to date that vibrations from speed humps can affect building structures.
There is no speeding issue so traffic calming is not required.	Traffic calming doesn't specifically target those that habitually drive in excess of posted speed limits, rather it affects all traffic to reduce average speeds in the area. The implementation of the speed humps also ensure that a safer space is being provided for pedestrians (as narrow footways exist in the village) and cyclists.

Table 3 – 20mph/40mph Church Street and Haslingfield Road, Harston TRO objection

PR1180 Proposed 20mph speed zone and 40mph speed limit buffer, Church Street and Haslingfield Road, Harston

Objection	Officer's Comments
Is there any evidence that speeding is a problem? The speed limit changes are unnecessary; the street naturally slows traffic as there are several bends.	The 20mph zone is an intervention measure proposed in the Harston Neighbourhood Plan and requested by Harston Parish Council. The plan shows the results from a resident's survey where questions were asked about issues in the village. Almost 90% of residents identified that the effects of traffic speed, noise and pollution were key issues for village residents. The Neighbourhood Plan is located here: Harston-Neighbourhood-Plan-submission-101224.pdf

4. Conclusion and reasons for recommendations

- 4.1. It is acknowledged that there are objections to PR1178 which have been considered in Table 1 above.
- 4.2. Following consideration by officers, it is recommended that the proposed TRO, PR1178 on Church Street, Harston, is progressed. The double yellow lines have been requested by Harston Parish Council and should improve safety on the approach to the GP surgery from the A10, by removing parked cars from the bend in the road. This measure is proposed as part of the Harston Neighbourhood Plan 2024 to 2041.
- 4.3. It is acknowledged that there are objections to PR1179, which are considered in Table 2 above. However, more comments in support were received than objections.
- 4.4. It is recommended that PR1179 is implemented. Traffic calming along Church Street, alongside PR1180, will slow the speed of traffic through the village and create a safer environment for cycling, walking and wheeling. It is also an intervention measure included as part of the Harston Neighbourhood Plan 2024 to 2041.
- 4.5. There was a single objection to PR1180 with 9 comments in support of the proposed 20mph speed zone on Church Street and the 40mph speed buffer on Haslingfield Road.
- 4.6. It is recommended that PR1180 is taken forward. The introduction of a 20mph zone is an intervention measure included in the Harston Neighbourhood Plan 2024 to 2041. Alongside the traffic calming from PR1179, the two measures will ensure that speeds along Church Street are reduced.

5. Significant Implications

5.1. Finance Implications

This work is being funded from the Greater Cambridge City Deal and is within the approved budget of the scheme.

5.2. Legal Implications

The statutory and legal processes relating to the processing of traffic regulation orders have been followed.

5.3. Risk Implications

There are no significant implications for this category.

5.4. Equality and Diversity Implications

It is considered that there are no significant adverse impacts on those with protected characteristics.

5.5. Climate Change and Environmental Implications

There are no significant implications for this category.