

# **Report title: Consider Objections to Great Shelford and Stapleford Traffic Calming, Parallel Crossing, Shared Use Cycleway and Waiting Restrictions**

To: Delegated Decision

Meeting Date: 27<sup>th</sup> January 2026 & 30<sup>th</sup> January 2026

From: GCP Interim Director, Place and Sustainability

Electoral division(s): Sawston and Great Shelford

Key decision: No

Forward Plan ref: n/a

Executive Summary: The decision-makers are being asked to decide whether the scheme (Delivery of Traffic Calming, Parallel Crossing, Shared Use Cycleway and Waiting Restrictions) in Great Shelford and Stapleford should be implemented. The report includes reasons for the speed humps and prohibition of waiting, statutory requirements, summary of written representations received and officer responses.

Recommendation:

- a) Approve the installation of the traffic calming in Great Shelford and Stapleford as published.
- b) Approve the implementation of a Traffic Regulation Order (TRO) to introduce a 20mph speed limit in Chaston Road, Birch Trees Road, Orchard Road, Grain Close, Wheelers, Macauley Avenue, Meadow View, Macauley Square (all in Great Shelford) as published.
- c) Approve the implementation of TROs to introduce a prohibition of waiting in Chaston Road, Great Shelford and on the south side of London Road, Stapleford.
- c) Inform the objectors of the decision.

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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 speed humps will lower traffic speeds and create a safer environment for both road users and residents. Also, lower speeds can result in reduced traffic noise and pollution. The proposed prohibition of waiting will address concerns about indiscriminate on-street parking that has road safety implications.

## 2. Background

- 2.1. The creation of an extensive 150km network of Greenways is part of a strategy to encourage commuting by active travel modes into Cambridge City Centre from the surrounding villages and settlements within South Cambridgeshire, in a bid to reduce traffic congestion and to 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 also the development of new corridors, in order to create 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 works 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 and ward member (councillor) for the area. This is a delegated decision via the Executive Board to the Director of the GCP.
- 2.4. In September 2022, the GCP Executive Board agreed to progress with sections of the Sawston Greenway that would be delivered early and are referred to as the 'Early Works' in this report. These sections include part of the route through Great Shelford and Stapleford and the section of the DNA Path, which links Great Shelford to the Cambridge Biomedical Campus. In November 2024, the Executive Board agreed to an extension of the Early Works of the section of the Great Shelford/Stapleford route, which would see it extended from Church Street to London Road. Decision summaries for the Executive Board meetings can be found here: [Document.ashx](#) (September 2022) and [Document.ashx](#) (November 2024).
- 2.5. The work to deliver the Early Works (the section through Great Shelford/Stapleford and the DNA Path) has involved the advertisement and consultation of a Traffic Regulation Order (TRO) through the villages of Great Shelford and Stapleford. The routes through Great Shelford and Stapleford are linked and provide the central section of the Sawston Greenway – connecting the Cambridge Biomedical Path to Sawston Village.

2.6. The TROs were published on the 3rd March 2025 and included a response period of 21 days. Prior to the publication of the TRO, meetings were held with residents and parish councils and information was issued to residents and other key stakeholders. The TRO included:

- 20mph on Chaston Rd and surrounding estate roads, Macaulay Avenue, Meadow View, Wheelers, Birch Trees Road, Orchard Road and Grain Close.
- the provision of carriageway narrowing to provide a priority measure and a raised crossing over Hinton Way.
- proposals for Double Yellow Lines on the junction of Chaston Road.
- speed humps and walking and cycling crossings through Mingle Lane.
- suspension of parking during set times on Church Street.
- An enhanced toucan crossing over London Road.

### 3. Main Issues

3.1. The responses to the TRO proposals for Great Shelford and Stapleford are listed below.

- **PR1094 Great Shelford & Stapleford Traffic Calming, Parallel Crossings, Shared Use Cycleway**  
66 total responses 5 positive, 3 neutral, 58 objections.
- **PR1095 Stapleford Church Street, Waiting Restrictions and Parking Places Amendment**  
1 total response, 0 positive, 0 neutral, 1 objection.
- **PR1096 Chaston Road, Waiting Restrictions and Parking Places**  
0 total response, 0 positive, 0 neutral, 0 objection.
- **PR1098 Implement a 20mph speed limit in Chaston Road, Birch Trees Road, Orchard Road, Grain Close, Wheelers, Macauley Avenue, Meadow View, Macauley Square, Great Shelford.**  
1 total response, 0 positive, 0 neutral, 1 objection.

3.2. The basis for the majority of objections was on the proposals for the narrowing of Hinton Way, crossing point and shared use path. Other issues raised are set out in Table 1 below, with the GCP recommendations in response to the concerns raised. Sawston Greenway has been through 3 consultations with residents and key stakeholders, and the scheme has been developed in accordance with Local Transport Note 1/20 (LTN 1/20) - cycle design good practice guidance issued by Government. This means that schemes have been developed to ensure that users of all abilities can walk and cycle on the Greenways.

- **Table 1 – Great Shelford /Stapleford TROs:** PR1094 Great Shelford & Stapleford (**Traffic Calming, Parallel Crossings, Shared Use Cycleway**), PR1095 Stapleford Church Street (**Waiting Restrictions and Parking Places Amendment**), PR1098 Great Shelford (**Implement a 20mph speed limit in Chaston Road, Birch Trees Road, Orchard Road, Grain Close, Wheelers, Macauley Avenue, Meadow View, Macauley Square**).

Objection	GCP Recommendation
Narrowing of carriageway and priority measure unsafe and will cause congestion.	<p>The narrowing is required as an additional safety feature that will reduce speeds and increase intervisibility between crossing users and other highways users. The priority will be on traffic travelling northwards thereby reducing impact on the level crossing.</p> <p>The scheme on Hinton Way has been designed to accommodate those walking and wheeling (providing a wider path) and is in accordance with LTN 1/20.</p>
Too many speed humps. Consider use of speed cameras or automated speed sign.	<p>Speed humps have been delivered in accordance with LTN 1/20, which seeks to protect pedestrians and cyclists where both are required to share areas with motor vehicles. The speed humps have also been put in place to ensure that motorists conform to the 20mph speed limit throughout Mingle Lane and Church Street and are in accordance with the Highways Road Hump Regulations 1996, which states that road humps should not be any more than 100m apart.</p>
Spend money on addressing potholes and road surfacing.	<p>The funding for the scheme has been allocated by central government as part of the City Deal to improve sustainable travel in Cambridgeshire. This funding is completely separate from County maintenance funds.</p> <p>GCP will work with Cambridgeshire County Council Highways Team to ensure that maintenance is carried out alongside the delivery of the Great Shelford and Stapleford Early Works.</p>
Proposed signalised crossing over London Rd should be relocated.	<p>Although GCP will be providing a wider toucan crossing over London Rd. There is no opportunity to relocate or widen the signalised crossing further due to the proximity of driveway access to residential properties, which constrains the room required to widen or relocate the signalised crossing. Moving the crossing would see it being moved significantly away from the junction of London Rd and Church St, due to the bend that is located to the east of the junction.</p>
Scheme would see cyclists passing equestrian users on the inside.	<p>Cyclists will be located on a separate path that is located approximately 5m from the carriageway.</p> <p>The shared use cycleway is designed for pedestrians and cycles only. Equestrians are not permitted on these constructs. There is insufficient</p>

	space to provide for equestrian use unless compulsorily purchasing additional land parcels.
Impact of speed humps on cyclists	Sinusoidal speed humps have been proposed. These types of speed humps have rounded shoulders to ensure more comfort and smooth transition for cyclists.
Remove Centre Line markings of carriageway.	Not part of TRO, but the centre line will be removed.
Relocation of bus stops.	Not part of TRO but GCP will continue to work with parish councils.
Parking area on Church Road should be removed as exiting HGVs pose a danger to cyclists and pedestrians. Double Yellow Lines and disabled bay should be provided at Heffer Close.	Vehicle tracking has been undertaken to ensure that HGVs have adequate room to safely manoeuvre from the entrance of Travis Perkins. The dedicated parking bay presently serves the local shop and the TRO has been amended to ensure that no parking is permitted between the hours of 8am -9am and 3pm – 4pm. No further requirement for double yellow lines or disabled bay has been demonstrated.
20mph zone proposed for Chaston Road and neighbouring estate roads should be extended: Hinton Way from Orchard Road to the station and Station Road to the A1301 and (for completeness) the two sideroads of Leeway Avenue and Shelford Park Avenue/Poplar Way.	This sits outside of the scope of the scheme and would require further physical measures to ensure that motorists conformed to the speed limit. The measures that have been put in place for the route are sufficient to reduce speeds and provide a safer route.

#### 4. Conclusion and reasons for recommendations

- 4.1. It is acknowledged that there are objections to elements of the TROs, these have been addressed in Table 1 above.
- 4.2. Following consideration by officers, it is proposed that no changes are made to the TROs for Great Shelford and Stapleford on account that changes will render the Early Works scheme not LTN 1/20 compliant and that changes would remove the opportunity for users of all abilities to use the Sawston Greenway. It is recommended that the TROs are approved in full.

#### 5. Significant Implication

##### 5.1. Finance Implications

This work is being funded from the Greater Cambridge City Deal.

##### 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.