

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED
CAMBRIDGE ROAD, EGREMONT ROAD AND LIMES ROAD - HARDWICK**

To: Head of Local Infrastructure & Street Management
and Local Member representing electoral division
below.

Meeting Date: 15th June 2015

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* Hardwick

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

Purpose: To determine objections received to the Traffic
Regulation Order (TRO) associated with Cambridge
Road, Egremont Road and Limes Road – Hardwick.

Recommendation: a) Approve and make the Order
b) Inform the objectors accordingly

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1. BACKGROUND

- 1.1** Hardwick is a Parish in South Cambridgeshire. It is approximately 5 miles west of Cambridge (Appendix 1). The Parish enjoys good links with the City via the A428.
- 1.2** The proposal is for a series of double yellow line parking (24 hour) restrictions on Cambridge Road (Appendix 2), Limes Road and Egremont Road (Appendix 3). The project is to be fully funded by Hardwick Parish Council.
- 1.3** Hardwick experiences issues of inconsiderate parking especially outside the Community Primary School on Limes Road, which is most prevalent during peak times. There are additional safety concerns with vehicles parking on the junction of Egremont Road and Cambridge Road and at Cambridge Road's junction with St Neots Road.
- 1.4** The Parish have proposed these restrictions as they will prevent inconsiderate and unsafe parking from occurring on busy junctions in the village. In addition there will be a length of double yellow lines on both sides of Limes Road which will improve visibility for motorists along the curve of the road and thereby provide further safety benefits.

2. TRO PROCESS

- 2.1** The TRO procedure is a statutory consultation process that requires 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 19th November 2014. The statutory consultation period ran from 19th November – 12th December.

The statutory consultation resulted in nine objections, one letter of general comments and one letter of support. These are detailed in Appendix 4. The Police have indicated their support for the proposal whilst there were no comments from any of the other emergency services.

- 2.3** On the basis of this analysis it is recommended that this Order is made to:

- To improve the general safety of motorists and pedestrians.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

Improving highway safety in areas around Hardwick Primary School.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The Hardwick Parish Council will be fully funding this proposal.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The proposal has originated from the Parish Council and the statutory consultees have been engaged – (County Councillor, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view at the South Cambridgeshire District Council Office and the Castle Court County Council Office.

4.5 Localism and Local Member Involvement

Localism empowers community groups and parish councils to solve issues that are specific to that locality. The Parish Council has proposed this TRO and the Local Member, Councillor Frost has been involved throughout the process and he fully supports the proposals.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Draft Traffic Regulation Order Letters of Objection Letters of Support	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

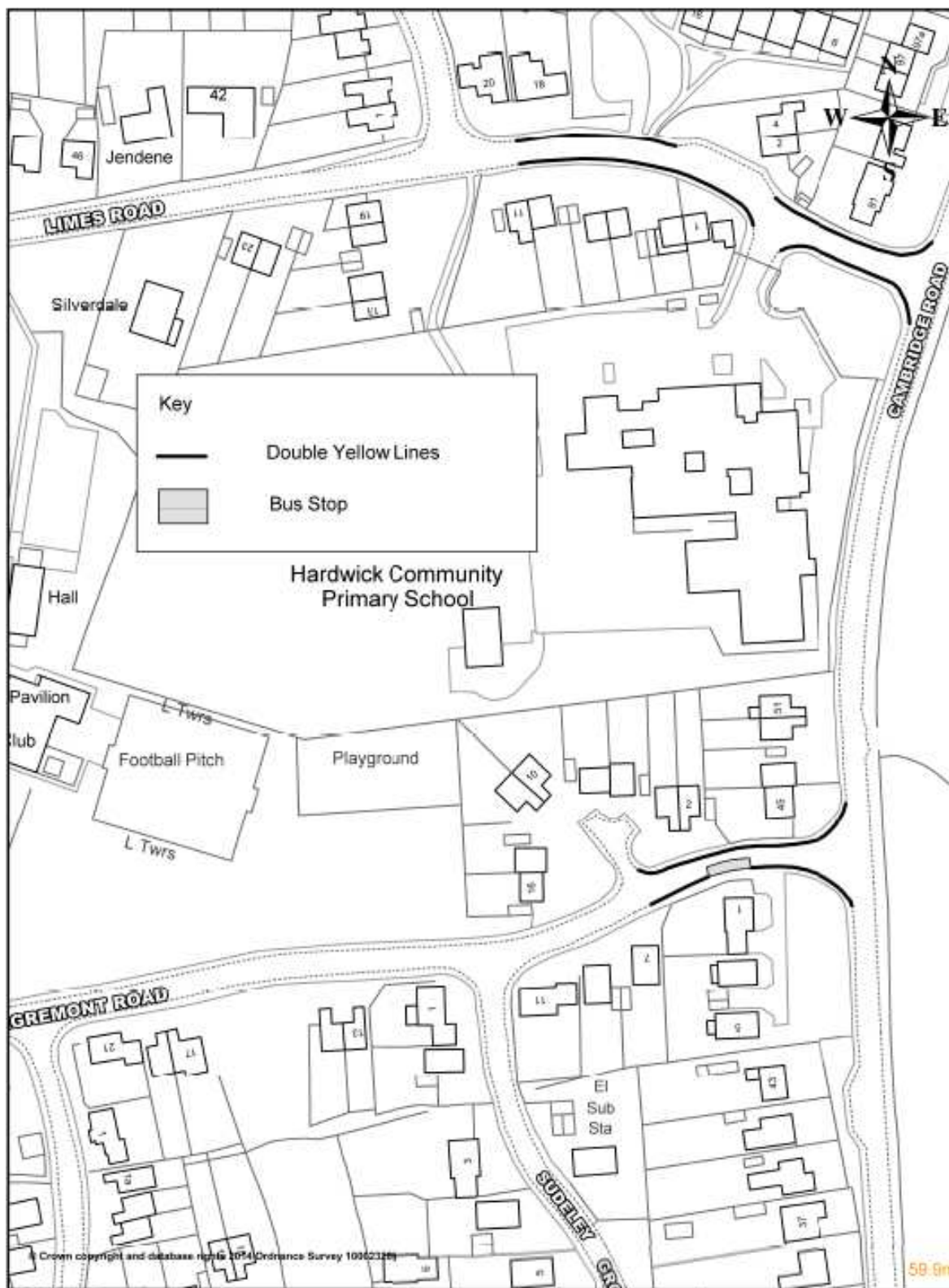
APPENDIX 1 – Hardwick Overview



APPENDIX 2 – Cambridge Road



Appendix 3 – Limes Road and Egremont Road



APPENDIX 4		
Objections/Comments		Officer Response
1.	<p>We are writing to give our full support to the proposal for double yellow lines in various locations in Hardwick. We will be particularly pleased to see the improvement in safety this will bring around the main entrance to the school.</p>	Noted.
2.	<p>I have no objections to double yellow lines outside the school on Limes Road or the top of Cambridge Road/St Neots Road.</p> <p>Motorists will look for the nearest alternative parking space to drop off pick up their children from the corner of Egremont Road to the zigzag yellow lines outside the school rear entrance gate.</p> <p>I already find, if I have been on holiday, and been out in my car upon returning cars block my drive entrance, so I cannot turn onto my drive from our village main through road</p> <p>Now another problem occurs with cars parking on the main through road outside 51 49 47 Cambridge Road. At school times, many buses going to and from Comberton Village College come through and long queues form to pass blocking parked cars. Yes, this does have a “natural calming effect” on traffic flow.</p> <p>Perhaps double yellow lines from Egremont Road corner to the “zigzag” lines outside the school rear gate is a good idea? That is if it is going ahead and Cambridge County Council with Police approve the double yellow lines both sides of Egremont Road?</p>	<p>Noted.</p> <p>There is insufficient funding for additional lining work to be carried out as this scheme is being paid for by the Parish Council.</p> <p>The Police have indicated their support for the current proposal.</p>

3.	<p>I have lived in Egremont Road for more than 25 years and found very little traffic obstruction in this area.</p> <p>It will cause me problems when I have workmen or visitors to the house. To include evenings and weekends in the restriction seems unnecessary as the safety of school children is the motivation for installing these lines.</p>	<p>Noted but this is a busy T junction and should be kept clear.</p>
4.	<p>We object to double yellow lines in Limes Road.</p> <p>Any vehicle parked there is acting as a traffic calming measure, as there is always speeding down this road.</p> <p>People will just park further up the street.</p>	<p>This is a corner and parked vehicles cause a blind spot for motorists passing through, thereby creating an unsafe environment.</p> <p>This would be a better position than close to a busy junction.</p>
5.	<p>Car parking would just be displaced to other areas; I have not seen or heard of any problems with the way cars are parked currently.</p>	<p>The aim of the scheme is to provide overall safety benefits for the community. There is a known issue with inconsiderate parking around busy junctions and near to the Hardwick Community Primary School.</p>
6.	<p>Placing double yellow lines on this road will simply move all the parking to Cambridge Road, this will be very dangerous indeed.</p> <p>Parking restrictions on side roads will just create chaos on Cambridge Rd that will stretch all the way down from the Beauty Salon to beyond the junction of Egremont Rd.</p> <p>I suggest you review these plans and focus on the main traffic issue that confronts Hardwick residents which is parking along Cambridge Road adjacent to the local shop and next to the local primary school - which creates traffic chaos on a daily basis and is a serious accident waiting to happen.</p>	<p>Whilst some parking will be displaced it is unclear whether Cambridge Road will bear the brunt of the displacement. The current parking situation (around busy junctions) is already a dangerous one and this scheme seeks to alleviate this issue.</p> <p>The Parish Council is constantly looking for ways to improve this problem.</p>

7.	<p>Where does the council propose that visitors and residents will park if not outside their homes or the properties they are visiting?</p> <p>Parking will be displacing to other areas, Cambridge Road for example.</p> <p>Is there really a problem in these areas?</p> <p>Why propose lines on both sides of the road?</p> <p>Installing double yellow lines will devalue people's homes.</p> <p>The real problem in terms of parking and dangerous driving and regular accidents is on Cambridge Road between the Limes Road junction and the St Neots Road junction.</p> <p>It would be a much more sensible use of funds to sort out the parking on the main Cambridge Road especially outside the shop.</p> <p>How regularly will any of this be enforced? Because I can tell you that at school start and especially at home times there are parents who park on the yellow zigzags on Cambridge Road for 30-60-minutes at a time and I have never seen anyone get a ticket.</p> <p>I would also like to add that I believe placing double yellows at the entrance to Cambridge Road where it joins with St Neots Road is a good idea. I have no objection to that.</p>	<p>The double yellow lines will deter inconsiderate parking in places where there are potential dangers. It is the case that most have access to their own driveways and in Egremont Road there is a small off-street car parking facility that could be shared with visitors.</p> <p>The Parish Council accepts that there will be some displacement of car parking to other areas that could be better suited.</p> <p>The lining on both sides of Egremont Road will ensure that there is ample visibility for motorists passing through.</p> <p>Most people have access to their own driveways, it is unlikely that the presence of parking restrictions will devalue their homes significantly.</p> <p>Whilst there is some congestion being experienced on Cambridge Road near to the local shops, there is no data supporting this area as being an accident cluster site.</p> <p>The Parish Council are investigating viable alternatives for this situation.</p> <p>The Police have indicated their support for this proposal and the Parish Council will work in partnership with the Police in order to educate motorists and carry out enforcement action where possible.</p> <p>Noted.</p>
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<p>8.</p>	<p>Why are you proposing this in the first place?</p> <p>As a resident I've never had any issues with people parking along the stretch of road on our side of the road – as most of it is a parking layby anyway. Many residents rely on this parking in evenings and weekends.</p> <p>Will parking in the layby be restricted too? Why?</p> <p>Money needed to implement this change would be better spent painting parking bays in the layby to make sure the 4 car spaces it provides are properly used rather than people parking oddly allowing only 2/3 cars to park on occasion. Why has no action been taken on this to help improve the parking situation before resulting to more heavy-handed solutions?</p> <p>I can only assume this is being done as a safety measure around the school. While I fully applaud this – why is a full time parking restriction needed to achieve this? Has no consideration been given to a timed restriction – maybe 8-5pm Mon-Friday.</p> <p>Money for this scheme would be better used fixing the terrible pavements in parts of the village. If safety is the motivation for these changes why is this not being addressed? Particularly with a set of retirement bungalows off this stretch of Limes Road and the School. Is this not a concern?</p>	<p>The aim of the scheme is to provide overall safety benefits for the community. There is a known issue with inconsiderate parking around busy junctions and near to the Hardwick Community Primary School.</p> <p>Noted.</p> <p>Parking in the layby will remain unrestricted.</p> <p>This could be done at the same time as the yellow lines being painted.</p> <p>Parking on Limes Road causes a blind spot due to the curvature of the road.</p> <p>This is a 3rd party scheme being entirely funded by the Parish Council. Whilst pavement maintenance is not paid for by the Parish, it was deemed that managing parking at the areas identified was a priority due to the likelihood of an accident occurring.</p>
<p>9.</p>	<p>There are not enough spaces for the cars of the residents or visitors to this area.</p>	<p>Most residents have driveways at their properties.</p>

10.	<p>It will devalue our property and we will have no facility for parking when our friends and family visit.</p> <p>At least when cars are parked outside traffic cannot speed.</p>	<p>The Parish Council will consider safety before parking provision.</p> <p>The Parish Council would refer to its previous comments on blind spots.</p>
11.	<p>Cars parked outside our property considerably slowed down the speed of which drivers approached Cambridge Road.</p> <p>Yellow lines outside our property is more of a health and safety issue waiting to happen. Children cross this road to get to school. The cars will speed which will cause a fatality. Who would be responsible?</p> <p>Residents do not all have access to off-street parking. Where would visitors and residents park?</p>	<p>The Parish Council would refer to its previous comments on blind spots.</p> <p>It is much more likely that an accident will happen due to parking on blind spots.</p> <p>If residents park in their garages, visitors could park on their driveways.</p>