

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH CHURCH
END AND ROSEMARY LANE, CHERRY HINTON, CAMBRIDGE**

To: Cambridge City Joint Area Committee

Meeting Date: 7th June 2016

From: Executive Director: Economy, Transport & Environment

**Electoral
division(s):** Cherry Hinton

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

Purpose: To determine objections received to the proposed no waiting at any time traffic regulation order (TRO) and speed cushions in Church End and Rosemary Lane, Cherry Hinton

Recommendation: a) Determine the objections and approve the installation of the TRO and speed cushions as advertised and make the order.

b) Inform the objectors accordingly

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1** Rosemary Lane is located off Coldham's Lane and leads into Church End (Appendix 1). At the western end of Church End and in Rosemary Lane there is a mixture of residential and business development. Vehicles requiring access to this area include articulated goods vehicles and car transporters. The route is also used as a 'rat-run' by drivers seeking to avoid the traffic signals at the Coldham's Lane/Cherry Hinton High Street junction.
- 1.2** Some residents have expressed concern for the speed and volume of traffic using the route, particularly in peak periods. There have been a number of damage only accidents in Church End.
- 1.3** A resident undertook a survey in 2014 and distributed 220 leaflets to residents and businesses located in Rosemary Lane and Church End and received 51 responses. 80% (40) of the respondents felt that traffic in Church End is very dangerous at times. The local County Councillor was subsequently successful in securing funding through the Local Highway Improvement initiative for the introduction of speed reduction measures on these roads.
- 1.4** Speed cushions are therefore proposed to be installed on Rosemary lane and Church End. Priority give way features were initially considered, but the alignment of the highway and location of private accesses means that there are no suitable locations for such features. In addition to the traffic calming, further parking restrictions are also proposed, in particular in the vicinity of junctions to protect the necessary visibility for vehicles negotiating the junction. (Appendix 2).

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 provides the opportunity for the public to formally 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 23rd December 2015. The statutory consultation period ran from 23rd December 2015 until 16th January 2016.

The statutory consultation resulted in seven objections and three comments, which are summarised in Appendix 3. There were no comments received from the emergency services.

2.3 On the basis of this analysis it is recommended that this Order is made, and the parking restrictions and speed cushions installed for the following reasons:

- To improve the visibility at junctions
- To improve visibility along the road
- To enable vehicles to traverse the cushion on their side of the carriageway
- To reduce traffic speed
- Improvement of general road safety

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

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project have been secured through the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO and the implementation of the cushions has been followed.

4.3 Equality and Diversity Implications

There are no significant implications for this priority.

4.4 Engagement and Consultation Implications

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 Reception of Shire Hall, Castle Street, Cambridge CB3 0AP.

4.5 Localism and Local Member Involvement

The Local Member Cllr. Sandra Crawford has been consulted and has made no comments.

4.6 Public Health Implications

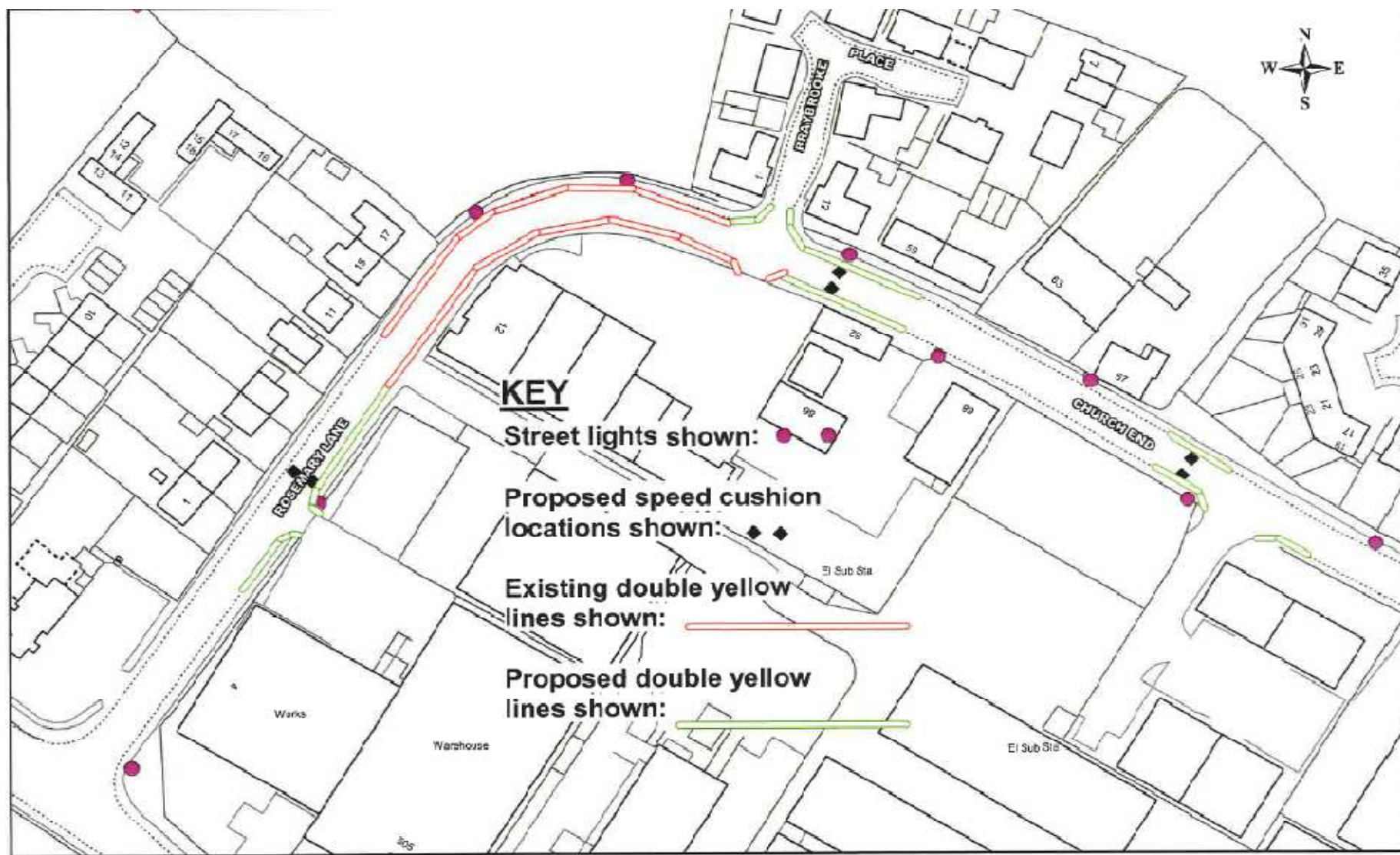
There are no significant implications within this category.

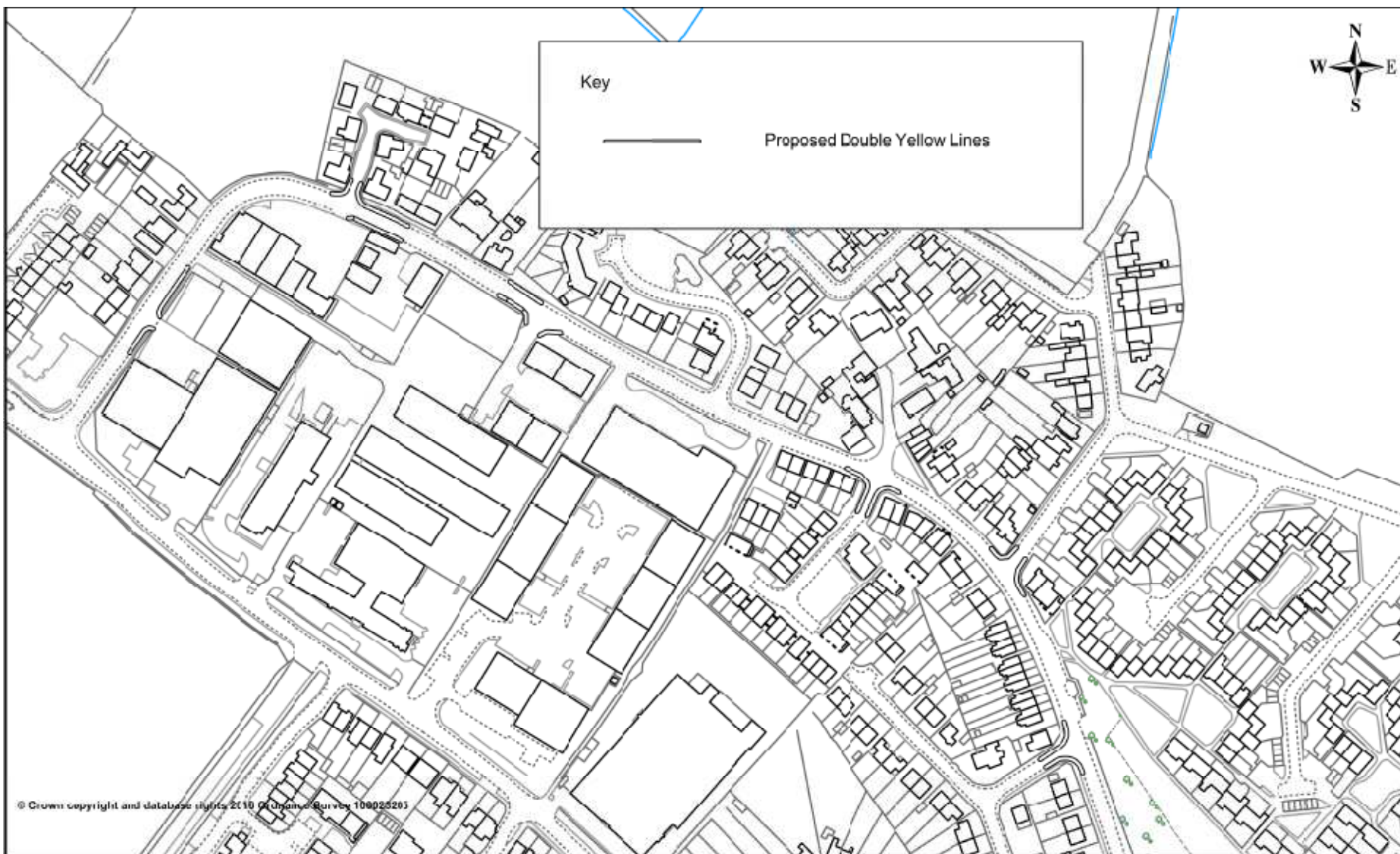
Source Documents	Location
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall, Castle Hill Cambridge, CB30AP

APPENDIX 1 – OVERVIEW



APPENDIX 2 – LOCATION OF DOUBLE YELLOW LINES AND SPEED CUSHIONS





APPENDIX 3

	Comments or Objections	Officer's Response
1	<p data-bbox="256 241 400 275">Objection.</p> <p data-bbox="256 315 783 752">It appears the proposed speed cushion/hump will be located approximately outside our house, I believe the movement of vehicles over the obstruction, in particular road users who will have a total disregard for this and will continue to speed over the proposed speed restrictions, all actions creating unacceptable noise pollution outside our property particularly during the hours of darkness.</p> <p data-bbox="256 792 791 1117">The effect of this will be to reduce the speed of vehicles approaching the corner from Rosemary Lane into Church lane, the proposed position of the speed cushion/hump is clearly in the wrong location, as it will have a minimal effect and will need to be located closer to the approach of the corner.</p>	<p data-bbox="823 315 1398 607">Speed cushions have been shown to be effective at reducing overall traffic speeds when utilised correctly and not in isolation. There is no evidence that speed cushions will give rise to significant additional noise pollution. The axles of larger vehicles such as HCVs will span them.</p> <p data-bbox="823 792 1390 1050">The location of the cushions has to take into account the proximity of existing access chambers in the carriageway and vehicular accesses as they cannot be located too close to these. The cushions also need to be located in close proximity to a street light.</p> <p data-bbox="823 1090 1398 1189">A road safety audit has been carried out on the proposed location of the cushions and identified no significant issues.</p>
2	<p data-bbox="256 1200 400 1234">Objection.</p> <p data-bbox="256 1274 791 1420">As cost is always going to be an issue, why do you propose expensive road narrowing? Road narrowing also frustrates drivers.</p> <p data-bbox="256 1603 767 1816">The proposed speed cushion in Rosemary Lane is also ill thought out, traffic speed here is naturally controlled at both ends by the junction to Coldhams Lane and the large right hand turn at Church End.</p> <p data-bbox="256 1856 767 2114">The proposed speed cushion at the Rosemary Lane end of Church End will indeed slow traffic entering from this direction but it will do nothing to deter speeders coming from the opposite direction who will have already passed the Neath Court</p>	<p data-bbox="823 1274 1390 1565">The carriageway narrowing at the cushion locations is required as the existing road means that there would be very wide gaps between the kerb and the edge of cushion which drivers may be tempted to drive through. The carriageway narrowing prevents this from happening.</p> <p data-bbox="823 1603 1398 1783">Inappropriate speed around the bend was identified as an issue by residents and local ward members and this pair of cushions will encourage reduced speeds.</p> <p data-bbox="823 1856 1398 2114">Funding for additional speed reduction measures has been secured through the Local Highway Improvement initiative and the length of Church End in the vicinity of the Neath Farm Court junction will be discussed with local ward members.</p>

Comments or Objections		Officer's Response
	<p>junction at high speed. It is clear that a speed cushion is therefore required on both sides of the approach to the Neath Court junction.</p> <p>It is clear that when cars are parked on the Neath Court junction corners, then visibility is limited but it is quite draconian to propose no parking in front of the houses no's 140 - 148.</p> <p>The visibility with cars parked in front of 140 - 148 is no different from that due to cars parked 138 - 128 but you are not proposing to double yellow line that area.</p> <p>Unfortunately it is not only the residents of no's 140 - 148 but also No's 139 - 143 who park there and as that includes myself, I'm wondering where that leaves me to park.</p>	<p>The proposals have been revised so that on street parking will be possible between house numbers 140-148 Church End.</p> <p>The reason for proposing the parking restriction outside properties 140-148 Church End is that for drivers trying to emerge from Neath Farm Court traffic travelling from this direction is the immediate source of conflict.</p> <p>The proposals have been revised so that on street parking will be possible between house numbers 140-148 Church End.</p>
3	<p>Objection.</p> <p>There would be an unacceptable level of noise emanating from traffic traversing the speed cushions which would be located directly outside our home.</p> <p>Guests would no longer be able to park in front of our property due to the location of the speed cushions.</p> <p>We would have to drive over the cushions regularly to get in and out of our driveway, this would damage our cars.</p> <p>If you narrow the road here and add speed cushions it would make the road unsafe as many large vehicles have to manoeuvre in the road to access the local businesses out onto the road here.</p>	<p>Speed cushions have been shown to be effective at reducing overall traffic speeds when utilised correctly and not in isolation. There is no evidence that speed cushions will give rise to significant additional noise pollution. The axles of larger vehicles such as HCVs will span them.</p> <p>Whilst it may no longer be possible to park directly outside the property alternative on street parking is available close by or in adjacent streets.</p> <p>There is no evidence of additional damage caused to vehicles by the introduction of speed cushions.</p> <p>The overall benefits of slower speeds in the area will offset any issues caused to the manoeuvring of large vehicles in the street.</p>

Comments or Objections		Officer's Response
	The speed cushions should be moved towards the corner where it will be more effective.	The location of the cushions has to take into account the proximity of existing access chambers in the carriageway and vehicular accesses as they cannot be located too close to these. The cushions also need to be located in close proximity to a street light.
4	<p>Objection.</p> <p>I object to the positioning of one of the speed cushions in that it will be located directly outside my bedroom window.</p>	The location of the cushions has to take into account the proximity of existing access chambers in the carriageway and vehicular accesses as they cannot be located too close to these. The cushions also need to be located in close proximity to a street light. There is no evidence that speed cushions will give rise to significant additional noise pollution.
5	<p>Objection.</p> <p>I object to the position of the speed cushions which will be directly outside the entrance to my branch. They will cause a lot of complaints especially when articulated lorries roll over the top of them constantly creating noise.</p>	With schemes of this nature there are often compromises to be made and in this instance the trade-off of reduced speed versus a potential slight increase in noise at times is considered to be acceptable.
6	<p>Objection.</p> <p>These restrictions are watered down from the original and will not solve the problems experienced by other road users and pedestrians.</p>	The revised proposals take into account comments raised during the informal consultation process.
7	<p>Objection.</p> <p>The proposals for parking restrictions in Neath farm Court have been revised, the new proposals will not solve the problems of existing blind spots caused by inconsiderate car parking in the area.</p> <p>The number of speed cushions are excessive, 2 sets may be necessary but not 3. The eastern most set of cushions is unnecessary and will cause an excessive amount of parking restrictions.</p>	<p>The revised proposals take into account comments raised during the informal consultation process.</p> <p>Speed humps used in isolation have proven to be ineffective. The number proposed will ensure greater compliance with the existing speed limit.</p> <p>It is intended to provide further speed reduction measures to compliment these</p>

Comments or Objections		Officer's Response
	We suggest creating more off-street parking to mitigate against the displacement of parking that will likely occur due to these new restrictions.	<p>with the funding secured from the 2016/17 Local Highway Improvement initiative.</p> <p>Creating off-street parking is outside the remit of this project. The County Council does not have an obligation to create off-street parking facilities or the budget to do so.</p>
8	<p>Comments.</p> <p>More double yellow lines are needed at the junction of Neath Farm Court and Church End. Coming out of the road it is completely blind on the left hand side.</p>	<p>The proposals take into account comments made during the informal consultation process.</p> <p>The properties to the left have no off street parking facilities so prohibiting parking here would lead to this being displaced elsewhere.</p>
9	<p>Comments</p> <p>The proposals do nothing to resolve the ongoing problem of traffic travelling westwards being forced into the path of traffic coming from the city direction.</p>	<p>This is no different to many other roads where there is on street parking. Drivers have to utilise areas where they can pull in to allow oncoming vehicles through.</p>
10	<p>Comments</p> <p>Very disappointed to see that double yellow lines won't extend to our dwelling (125-131 Church End). People from Neath Farm already encroach onto our exit to the highway and this will only get worse</p>	<p>A number of comments were received that suggested that parking restrictions were not required in this area and the proposals reflect this.</p>